

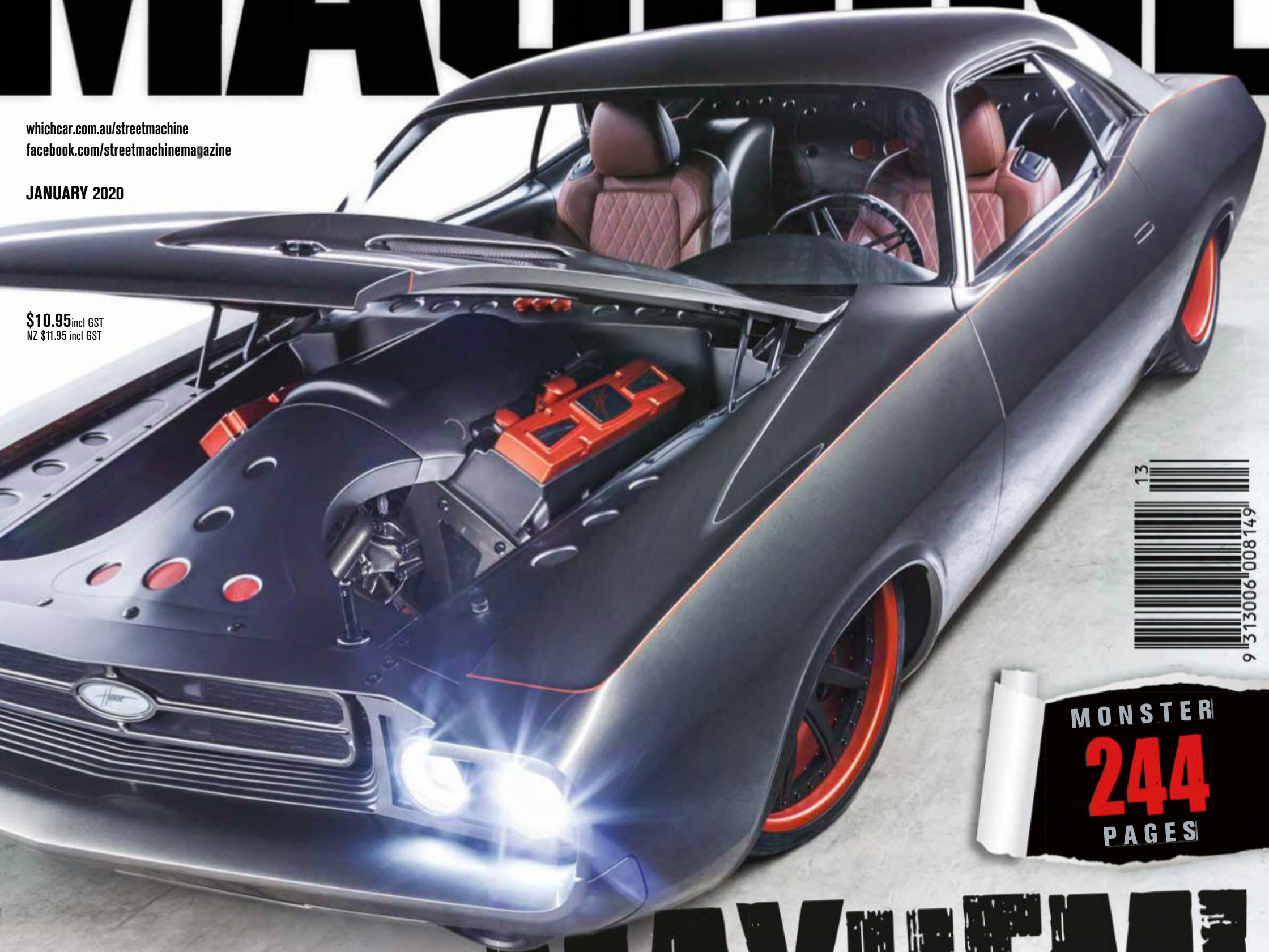
ENGINE BAY MAKEOVER TECH ⚡ CHOPPED! ⚡ SUMMERNATS 33 SURVIVAL GUIDE

Street MACHINE

whichcar.com.au/streetmachine
facebook.com/streetmachinemagazine

JANUARY 2020

\$10.95 incl GST
NZ \$11.95 incl GST



MONSTER
244
PAGES

MOPAR MAYHEM!

1500HP PROCHARGED HEMI CHALLENGER WREAKS HAVOC!



DRAG CHALLENGE 2019
STREET CARS RUMBLE & RECORDS TUMBLE!

INSIDE: HK/T/G NATIONALS ⚡ PRO TOURING LX SS HATCH
SEMA ⚡ TOP 60 XE FALCON ⚡ MARK 10 JAGUAR LEAD SLED



**You
GOT
THIS**

**Simply purchase Holden Genuine or ACDelco parts
or have your car serviced at a Holden Dealer to enter.***

RETAIL CUSTOMERS
Visit ACDelco.com.au

TRADE CUSTOMERS
Visit holdentradclub.com.au

*Terms & Conditions apply, eligible entrants must spend \$100 (+GST) in one transaction on Holden Genuine or ACDelco parts or at any Holden Dealer service department. No maximum number of entries. See ACDelco.com.au/offers for full terms & conditions. Permits: (ACT) TP19/03389, (NSW) No. LTPS/19/34851 & (SA) No.T19/820.

Project
Partners:



WIN!

PROJECT

Monaro

Or Lowndesy's Ultimate Holden Garage



A man, Craig Lowndes, stands in a garage next to a blue Holden Monaro. He is wearing a black polo shirt with 'ACDelco' and 'Holden Monaro' logos. The garage background features framed posters: 'HOLDEN V8 NEWS CONGRATULATIONS CRAIG LOWNDES 100 ATCC/V8 SUPERCARS RACE WINS', 'LEGENDARY.' with a red Monaro, and a racing photo. Shelves hold various items like Meguiar's products and a 'CARS KING' magazine.

WATCH THE FULL BUILD

Watch the complete build of Project Monaro with Lowndesy on YouTube @HoldenAustralia



ACDelco

Holden Trade Club
holdentradeclub.com.au



COUGAR

- S M O O T H -
B O U R B O N

NEW LOOK. SAME TASTE.





DISTILLED
& BOTTLED IN KENTUCKY

COUGAR

- SMOOTH & -
DISTINCTIVE

AUTHENTIC AMERICAN SOUR MASH WHISKEY

COUGAR DISTILLING CO.
SOUR MASH WHISKEY

COUGAR

- SMOOTH -
BOURBON

DISTILLED FROM AMERICAN GRAIN

KENTUCKY STRAIGHT

AGED IN TRADITIONAL OAK CASKS

700ml

DISTILLING CO.

COUGAR

DISTILL
AMERICAN
EXPERTLY W
(Smooth)

BLEND K
BOUR

WITH CO

SMOOTH &

6 x 375mL CANS
4.5% ALC/VOL



HQ-WB & LH-LX TORANA COMPLETE 9" DIFF PACKAGES

FROM

\$3395



9 INCH BUILDER COMPONENTS



HQ-WB PERFORMANCE FABRICATED 9" DIFF HOUSING PACKAGES

FROM

\$3795



HOLDEN, FALCON, HOT ROD AND CUSTOM 9" DIFFS MADE TO ORDER **ENQUIRE NOW!**

www.partsforhotrods.com.au

25/ 30 Mudgeeraba Road, Mudgeeraba QLD 4213. Call 0418 675 170 or email: sales@austrodandcustom.com.au



**Street
MACHINE**

WEBSITE

whichcar.com.au/streetmachine

EMAIL

streetmachine@bauer-media.com.au

STREET MACHINE MERCH
shop.streetmachine.com.au



FACEBOOK

[streetmachinemagazine](https://www.facebook.com/streetmachinemagazine)



INSTAGRAM

[streetmachinemag](https://www.instagram.com/streetmachinemag)



YOUTUBE

[STREETMACHINETV](https://www.youtube.com/streetmachinetv)



MAIL

**Street Machine, Locked Bag 12,
Oakleigh, Vic 3166**



EDITORIAL

(03) 9567 4200

CUSTOMER CARE LINE

1300 362 355



SUBSCRIBE

www.magshop.com.au

Email: magshop@magshop.com.au,

Call: 136 116 8am-6pm (EST) Mon-Fri,

Post: Magshop, GPO Box 5252, Sydney, NSW 2000



TELFO

SIMON TELFORD

MERRY Christmas, you lot! Thanks for picking up this bumper 244-page issue of the mag; we hope you get stacks of holiday reading for your hard-earned. There is something for everyone in there – from Rob Zahabi's insane Dodge Challenger on the cover, right the way through to Dacoda Endacott's cheap 'n' cheerful HR Holden on page 200.

A fair slice of the mag is devoted to our Drag Challenge coverage, and as usual, it is full of inspiring tales of triumph and struggle against adversity. Hell, sometimes I lack the motivation to get down into the shed and do a service on one of my cars – Drag Challenge competitors put me to shame! Just look at Queenslander Ben Taylor, on page 190. His turbo LS-powered '67 Camaro popped a fuel line on Day One, lighting up the engine bay and melting the wiring and ignition. Most humans would probably give up at this point,

That's just a couple of the inspiring yarns you'll find inside the mag this month, and if you come back next time, we'll have another 244-page monster for you! This one will be brimming with the latest and greatest from *Street Machine* Summernats 33. We've decided to rest the usual Summernats annual this year and instead get that content out earlier and to more people by jamming it into the February issue. Who needs sleep?

We should take a moment to bid farewell to our brothers and sisters-at-arms at *Picture* and *People* magazines, which fell victims to a sustained campaign of wowserism as 2019 drew to a close. While the P-mags may have looked like a bit of ribald fun from the outside, the professionalism of how they were put together is legendary in the magazine industry. More than a few folks who have played a big role in *Street*


DAVID BARBER DROVE HIS TONNER ACROSS THE NULLARBOR FROM WESTERN AUSTRALIA FOR DRAG CHALLENGE, WITH HIS MISSUS AND THEIR YOUNG BLOKE ALONG FOR THE RIDE

but not Ben and his crew. They grabbed a wiring loom and ECU from the wreckers and worked overtime to have the car back on the road in 24 hours. The boys made it to Day Two in time and completed the event. Epic!

While the lion's share of the online attention around Drag Challenge goes to the seven-second street animals that dominate the outright standings, a big part of our coverage in the mag is devoted to mini-features on regular streeters that come along to enjoy the fun. One of my favourites this year was David Barber's slammed One Tonner (page 172). The HQ is brimming with cool custom touches, and what's more, David drove the thing clear across the Nullarbor from Mandurah, WA, with his missus and their young bloke along for the ride. The Tonner ran a 10.6sec best at Drag Challenge, drove 9909km in total, and they backed up with a trip to Whoopass Wednesday at Perth Motorplex when they got home.

Machine's success did time on the P-mags at some stage before coming to *SM*, including Seddo, super-sub Justin Law, art director Sonia Blaskovic and my right-hand-man, Andrew Broadley. The publishing mojo they brought with them remains in our DNA to this day.

Thankfully, the wowsers haven't got to us yet, and *Street Machine* is going strong; we're just about to enter our 40th year of publication! The 2019 Roy Morgan readership survey showed that there are 739,000 of you devouring our print and online content – which doesn't count the huge audience we have across our social media and newsletters. A sincere thanks to you all for the support, and a reminder to get in touch with your feedback about the mag and all of the other stuff we do – it genuinely helps and has a big impact on our work.

Be safe out there on the roads over the holidays and we'll see you in 2020. 



CONTENTS

JANUARY 2020 | VOLUME 40 | ISSUE 1



030



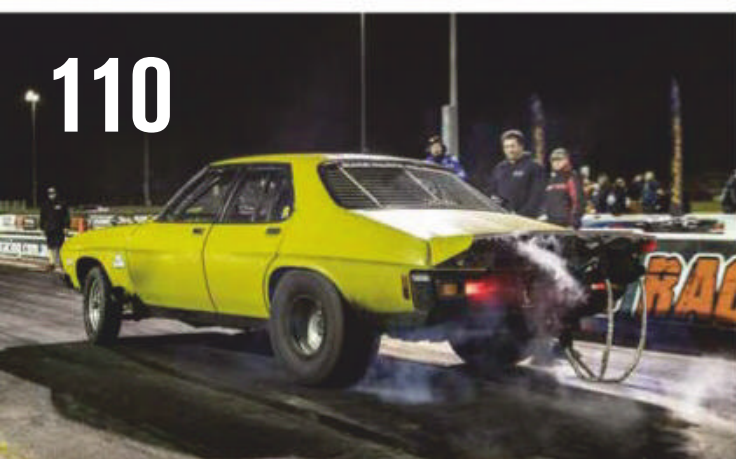
052



096



110



231



> FEATURES

30 LEGEND: JOHN TAYLOR
Remembering 'The Crazyman' of the Australian drag racing scene

52 CHOPPED
One of the raddest events on the calendar never fails to deliver a good time

96 HK/T/G NATIONALS
The masses gather to celebrate one of Australia's favourite generations of Holden

110 SM DRAG CHALLENGE
Just a whole bunch of street cars doing street car things

231 SUMMERNATS SURVIVAL GUIDE
Don't try and tell us you weren't warned!

> REGULARS

07 TELFO 12 NEWS FRONT 16 SNAP SHOTS 18 SPIT & POLISH 20 PEOPLE LIKE US 22 FANGING FLICK 25 YOUR STUFF & PRIVACY NOTICE 192 DRAG CHALLENGE 196 IN THEORY 198 YOUNG GUN 200 IRON MAIDEN 202 FIT & FIDDLE 206 STAGE WRITE 208 DIRTY STUFF 210 WILD AT HEART 212 URBAN WARFARE 216 IN GEAR 218 READERS' ROCKETS 224 LOL 226 SUNDAY TOO FAR AWAY 242 MILL OF THE MONTH



076

SEMA 2019
A bumper crop of Aussie and Kiwi-built cars wowed the crowds at this year's SEMA Show



104

IN THE BLACK
It's hard to go wrong with a blower, injector hat, massive tubs and a black paintjob





036

CREATING HAVOC

Your guided tour of one of the most intense custom cars ever crafted on Aussie soil: HAVOC, by Rides By Kam



FAT ATTACK 062 >

This Top 60 stunner was built as an 'in-between' by owner Jovan Batar



FELINE COOL 084 >

If you can pick this wild lead sled's Pomgolian origins, you're doing pretty well!



< 044 CLEAN LIVING

How do you take one of the greatest all-time muscle cars and make it better? Thusly.



< 070 IMPROVED PRODUCTION

A Torana hatch with classic A9X flavour mixed with 21st-century blown LS performance



< 090 DIVINE MADNESS

An American muscle car, built by a Kiwi Formula One engineer, in the UK!



Street MACHINE

EDITOR

Simon Telford

VOLVO DRIVER

Scott Taylor

ART

Leah Gionis, Povi Pullinen

FEATURES EDITOR

Andrew Broadley

SUB-EDITORS

Brett Collingwood, Matt Reekie, Alan Baxter, David Hassall

WEB MASTERS

Mary Lee, Tim Kennington, Jade Pummeroy

CARNAGE CO-PILOT

Kian Heagney

SOCIAL MEDIA WATCHDOG

Paul Cronin

SWISS ARMY BLOKE

Jack Houlihan

CHAMPION CONTRIBUTORS

Mark Arblaster, Chad Atkinson, Tim Bartrop, Victor Bray, Cristian Brunelli, Dave Cook, Carly Dale, Alastair Davenport, Jason Dodd, John Doig, Matt Everingham, Kian Heagney, Ben Hosking, Luke Hunter, Jack Houlihan, Joseph Hui, Iain Kelly, Steve Kelly, Bob Kotmel, Jordan Leist, Simon Major, Tas McMillan, Craig Parker, Michelle Porobic, Chez Prior, Alastair Ritchie, Grant Stephens, Shaun Tanner, Chris Thorogood, Glenn Torrens, Noel Tuckey, Boris Viskovic, Ashleigh Wilson

COVER SHOT

Chris Thorogood

COMMERCIAL CONTENT DIRECTOR

Matthew Rice

(02) 9263 9706, mrice@bauer-media.com.au

NSW SALES MANAGER

Joseph Lenthall

(02) 8114 9421, jlenthall@bauer-media.com.au

VICTORIAN SALES MANAGER

Kim Simonsen

(03) 9567 4311

QUEENSLAND SALES MANAGER

Todd Anderson

0409 630 733

SOUTH AUSTRALIAN SALES MANAGER

Nick Lenthall

0439 485 835, nick.lenthall@bauertrader.com.au

AGENCY SALES MANAGER - NSW

Max Kolomiiets

(02) 8275 6486, max.kolomiiets@bauertrader.com.au

AGENCY SALES MANAGER - VIC/SA

Adrian Smith

0408 337 004, adrian.smith@bauertrader.com.au

ADVERTISING PRODUCTION

Karyssa Arendt

karyssa.arendt@bauertrader.com.au

PRODUCTION SERVICES

Di McLarty

MARKETING

Rachel Nixon, Emily Mortale

CIRCULATION MANAGER

Stuart Jones

NUMBER CRUNCHER

Cain Murphy

WHICHCAR NETWORK CONTENT DIRECTOR

Glenn Butler

BRAND CONTENT DIRECTOR

Simon Telford

GENERAL MANAGER PUBLISHING

Terry King

BAUER MEDIA CEO

Brendon Hill



ISSN 0810-0187

A division of Bauer Media LTD ACN: 18 053 273 546



NEW

EASY POUR

NO MESS - NO WORRIES

Available at



and all good independent auto parts stores

VALVOLINE.COM.AU



NEWS FRONT

JANUARY 2020: ALL THE NEWS THAT MATTERS

STORY BORIS VISKOVIC PHOTOS JORDAN LEIST



VIPER THE WORLD

> LENNARD VIDOT TO DRIVE VIPER V10-POWERED CHARGER ACROSS AUSTRALIA FOR SUMMERNATS 33

WE HAVE featured Lennard Vidot's blown big-block HQ Monaro coupe (*SM*, Oct '13) and since then he hasn't just been sitting around polishing all the trophies from the show-winning Quey. For the past four years he's been building this '68 Dodge Charger, and it's a much different animal to the wild methanol-fuelled Holden.

"I got it out of California," says Lennard. "It was an old drag car and it had a half-'cage and gutted interior. It was a 440 four-speed, and I could have just tidied it up and put it all back together, but I wanted something that was reliable, stayed cool in traffic, behaved and did everything it should."

At this point most people would be thinking along the lines of a late-model Hemi out of a Chrysler 300 or, if they were complete

heathens, an LS conversion. In Lennard's eyes, that just didn't have the cool factor he was after, so he started looking at a Viper V10 engine. It's a pretty popular conversion in the US, but that doesn't mean it was easy.

"There is nothing you can buy as a kit, so everything in the car is fabricated. The biggest problem was getting the computer unlocked, because I didn't want to run the Body Control Module, and I sat up night upon night on the phone to people in the US trying to find someone who could do it.

"By chance, I was watching a YouTube video of a guy that did the same conversion with a 'Cuda and at the end of the video he listed the shop that unlocked the ECU. I rang him up, told him what we were aiming for with the car, and after I finished talking, he said *[with a southern drawl]*: 'You sound

funny.' I pissed myself laughing."

The other major hurdle was getting the car fully engineered and registered with the 505ci, 500hp motor and four-speed auto. Yes, we know Vipers only came out with a manual, but Lennard actually sourced the engine and 'box and everything else he needed for the conversion from a 2005 Dodge Ram SRT-10. The cost of all that, landed on his doorstep, was \$15,000.

With a fresh set of plates on the car, the next step is to get some miles on it and shake it down in preparation for the drive to *Street Machine* Summernats 33. Oh, did I mention Lennard is from Perth?

Keep an eye open for the Charger and a bright pink XA coupe with FAT ASS on the plates that will be cruising with him – they should be pretty easy to spot. 🗝️

> HOT GOSSIP

BABY LOVE!

ACE *Street Machine* snapper Chris 'Tappy' Thorogood, his lovely misso Sarah and their rad little bloke Max recently welcomed a new addition to the family – Violet Sky Thorogood. As you can see, she's fairly adorable, and better still, she had the decency to wait until Drag Challenge was over before gracing the Thorogoods with her presence, despite being due a week before the event! Welcome to the world, Violet, and congratulations from everyone here at *Street Machine*!



VALE RONNIE WHELAN

THE Aussie car scene lost a favourite son in November, when Queenslander Ron Whelan passed away. Ron was most famously a long-time official at the *Street Machine* Summernats, but also served as president of Kustoms of Australia (Gold Coast) and a racer and scrutineer at Surfers Paradise. In recent years, Ron organised the car show aspect of Willowbank Nostalgia meets. You couldn't hope to meet a friendlier and more-welcoming bloke. We'll miss you, Ronnie.



NEXT!

HOW does this whopping 244-page issue of *Street Machine* feel in your hot little hands? Well, get used to it, because the February mag will be just as big! It has to be, because we're bringing you masses of coverage from Summernats 33 on top of the regular spread of feature cars, regulars and tech. Speaking of feature cars, we'll bring you a wild blown V8-powered Escort, a knockout pro touring Camaro, and a very angry mega-cube Torana, to name but a few. We'll take a detailed look at a blown Coyote conversion into an XY Falcon, check out the inaugural Taree airport drags and – like we said – Summernats! The February issue of *Street Machine* goes on sale 30 January. Don't miss it!



ENGINE BAY: Lennard tried to make it look like a factory installation, so there's very little shiny stuff in there: "If I can't clean it with Spray n' Wipe, then I'm not interested!"



INTERIOR: It's your basic black muscle-car interior, but Lennard did use the gauges out of the Dodge Ram to make sure everything reads correctly, although he fitted them into a custom instrument panel made from carbonfibre

EXTERIOR: The bright green metallic paint is something Lennard spotted on a Mazda 2. He didn't want anything custom and difficult to match. There's no doubt this car will cop some stone chips. If you're thinking the tyres could maybe be a bit fatter, you'd be right, but this is what the authorities were happy with



NEWS FRONT

JANUARY 2020: ALL THE NEWS THAT MATTERS
STORY IAIN KELLY PHOTOS JOSEPH HUI



THE ULTIMATE STREET CAR?

> THE INAUGURAL 'OPTIMA SEARCH FOR THE ULTIMATE STREET CAR' EVENT SAW A KILLER WEEKEND OF TRACK ACTION AT CALDER PARK

THE pro touring juggernaut that is the Optima Search For The Ultimate Street Car (OSUSC) hit Australia for the first time on 16 and 17 November at Calder Park.

While events like Drag Challenge and Drag Week feature the quickest road-registered straight-line machinery, the OSUSC aims to find the best all-round street car in terms of performance, fit and finish, engineering and comfort.

For the first Aussie competition, the class structure was simplified to be Classic (pre-1990), Modern (post-1990) and Fast Four. All cars had to have production tags, fully enclosed wheels and wear street-legal, non-competition tyres with a tread-wear rating of 200 or higher (meaning no semi-slicks).

The Aussie OSUSC had four segments (motorkhana, drags, circuit sprinting and speed-stop), forgoing the 160km road rally leg done in America. Each segment was worth 100 points, with a bonus five points up for grabs if entrants entered the show 'n' shine judging.

For the first year, Optima wasn't expecting big numbers, and 14 cars fronted up to Calder on the first day, but the variety on offer was awesome. The

event's entry cost of \$150 for two days of track action was a dead-set bargain, and the small group of entrants meant there was bulk track time.

Having spectated at three OUSCI events in the US, I was keen to see which old-school Aussie rides turned up and I wasn't disappointed, with Tony Cott's super-clean LS1 '69 Camaro, James Mackie's blown LS1-powered XY Falcon drift car and Jason Briffa's 351ci XT Falcon wagon.

But the combination of professional hot-shoe Nathan Pretty behind the wheel and a thundering Sam's Performance-built LS7 under the bonnet meant the Harrop CV8 Monaro nailed a near-perfect 403-point score out of a possible 405 to win outright.

After the trophies were handed out, Jimi Day from Optima USA announced that both Pretty and runner-up Chaise Delia would be given VIP trips to the 2020 SEMA Show and OUSCI competition.

"We are really excited to come to Australia, and we're committed to coming back to Australia in February 2021," Day said. "We're committed to growing the event and building a community here." ■



1: Powered by a Sam's Performance dry-sumped 427ci LS7, Harrop's VZ Monaro is a seriously cool piece of work, designed to show what the company is capable of building in-house. With a Harrop 12-bolt IRS rear end, 18x10 and 18x11 Forgeline GA3R wheels, a stripped interior painted Lamborghini Orange, Harrop Ultimate big-brake kit, and a custom carbonfibre bodykit, the 700hp NA monster was too tough for the old-school muscle

2: Jason Waye hung around after Drag Challenge to run his Tuff Mounts '81 GH Sigma. Its LS1 runs a VCM 710 cam, but is otherwise pretty mild to pass SA's strict roadworthy and engineering inspections. Waye finished third in the Vintage class and was quickest at the drags!

SHOP ONLINE @
www.aeroflowperformance.com

AEROFLOW

PERFORMANCE PRODUCTS

facebook.com/aeroflowperformance

XPRO

XTREME IGNITION PRODUCTS

NOW IN STOCK

**BILLET
READY TO RUN
DISTRIBUTORS**

AVAILABLE IN:

- CHEVY
- FORD
- HOLDEN
- MACHINE BODY
with BLACK CAP or
with RED CAP
- FULL BLACK DIZZY
- Built in adjustable Rev Limiter

• Produces a strong
spark for reliable
performance

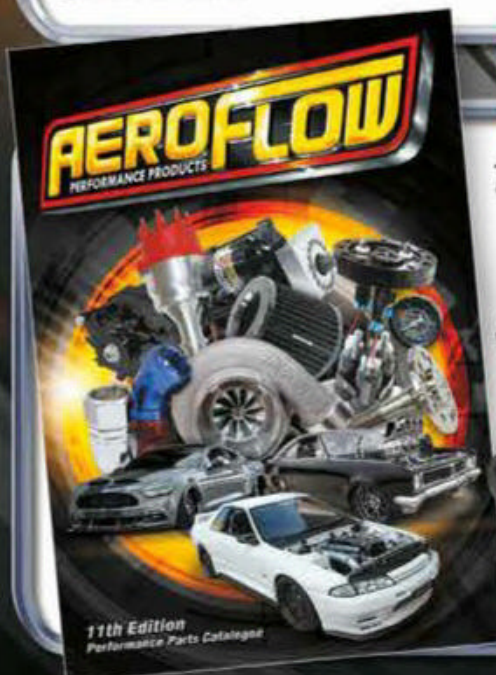
Aeroflow now offer a line of performance XPRO distributors for the most popular V8 engines. The bodies are machined from 6061-T6 billet aluminium and utilise a chromium manganese titanium steel gear (20CRMOTI) which is suited for use with all cam shafts. These distributors are ready to run and do NOT require an external ignition box. The internal ignition module features a built in adjustable rev limiter. Aeroflow XPRO distributors are easy to install with only 3 wires to connect with weather tight connector and wiring harness included. Simply connect power, coil negative and earth. they also come with a grey output wire that is used to send a tach signal and set your built in rev limiter or trigger your aftermarket EFI system.

GET YOURS

NOW

To see the full range of Aeroflow products and get loads more information, tips and the latest on hundreds of new products download or order your copy at:

www.aeroflowperformance.com



SNAP SHOTS

STORY SIMON MAJOR



KRIS EDWARDS

> WYONG, NSW

Part 2

BACK in the August '19 issue, we explored some of Kris Edwards' history with cars, touching on the influence of his parents Colin and Jenny and the strong bond they shared building and racing all manner of cool rides as a family. After Colin passed in 2000, Jenny and Kris have continued to immerse themselves in the shared passion, bringing a third generation into the fold to cement the family tradition.

01: BOOM! Kris's father Colin was a keen speedway racer for many years, and his blue humpy sedan ran a triple SU-equipped 186 stroker donk backed by an M20 four-speed and welded banjo diff. "This pretty heavy crash back in 1976 was the beginning of the end for Dad and speedway racing," Kris says. "Poor old #58 was soon stripped of any salvageable parts and dumped."

02: COLIN built the #76 white EH – with purist-melting XR Falcon grille – as his last shot at speedway in 1979, before settling down to do the family thing. "It ran a 202 with a 12-port

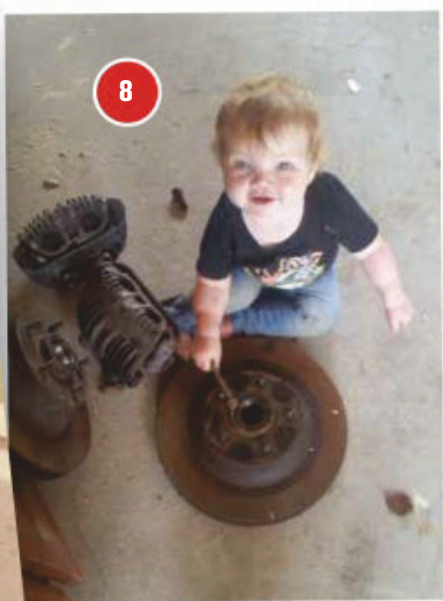
head and triple Webers, backed by a Saginaw 'box and the 'old faithful' welded banjo," Kris says. "Sadly, its career was short-lived. Dad got punted hard into the wall, which bent the shit out of it. It was more damage than he was willing to fix so he gave the game away."

03: COLIN loved this yellow HK GTS Monaro. "When it was about eight years old he made it his street weapon of choice, ripping out the 327 and Saginaw, replacing it with a Ron Spink-built 350 Chev and Muncie 'rock crusher' trans topped with a Hurst vertical-gate shifter," Kris recalls. "Dad always said it was quick, but I just figured they were your standard 'dad' stories, until many years later when I was talking to some older blokes at my work about the illegal drags at Brickies. They said there used to be an absolute ball-tearer of a yellow HK Monaro that raced there, and after asking about other cars it hung with, I confirmed they were talking about Dad. Sadly, one day Dad returned home from work to find our shed's roller door sitting in the front yard along with half of its supporting brickwork, as well as tyre

drag marks and a very empty space where the HK used to sit. A few days later its very naked and partly burnt-out shell was found in a back street, so my grandfather went and chained its remains to the nearest telegraph pole. He and Dad planned to pick it up later that day and start the build all over again, but, you guessed it, the chain got cut and the shell was stolen! That's how you kick a man when he's already down. Nothing of the car ever turned up."

04: THE stylish man in the fire suit is Ron Spink, the owner of Ron Spink Automotive back in the day. "Ron hailed from the Beverly Hills area of Sydney and built all of my dad's engines, from the high-strung race six-cylinders to the small-block Chev that powered his Monaro," Kris says. An HQ towing a race Torana is a sadly long-lost sight on Australian roads!

05: THIS yellow LJ Torana Sports Sedan was built and raced by one of Colin's mates. "It won pretty much everything in its day with a hot six-cylinder," Kris says. "Fast-forward 20 years and its cylinder head ended up on one of the angry



red motors I built for my LJ; it has sat in the roof of my grandfather's shed for years."

06: THE 'Brown Bomber' was Kris's grandfather's HG GTS, running a 253 backed by a Saginaw and banjo diff. "It was the full stocker apart from a set of Tasman mags, and I ended up with it in 2005. I had grand plans to cut it up and transform it into my Super Street racer, but got convinced to save it – it was a full matching-numbers car even down to the date codes on the glass and steering box. I sold it to one of those restorer types, and last I heard it was still sitting in his shed untouched! It is my biggest car regret – I should have kept it and cut it up."

07: WITH three kids now on the go, the Edwards family needed something cool for Kris's better half, Cilyse, to drive. Her VP Commodore wagon is loaded with HSV options true to the era, and a part-resto included the fitment of a Walkinshaw twin-throttlebody intake and further tweaked suspension. Tidy panel and paint make the VP the perfect cruiser and show-goer for the whole family to enjoy together.

08: THIS is Kris's daughter Shay at about 18 months old. "She's helping me with a brake overhaul by using a bolt to get the grease out of the hub," Kris says. "Shay was having a ball and I thought it was cute – the wife not so much unfortunately; it was something to do with her trying to get grease stains out of Shay's clothes!"

09: THE April/May '93 issue of *SM* featured Ralph Stratton's Wild Plum-with-graphics HX ute on the cover, which immediately became one of Kris's all-time favourites. At the time, it was one of a new wave of visually high-impact street machines that retained fairly stock drivetrains to keep the law on their side. "I would still own that ute in a heartbeat today and daily-drive the wheels off it," Kris says. "I love my Holden commercials, and once the kids get a bit older, I'm hoping to build an 80s-style One Tonner with all the period-correct fruit."

10: KRIS'S mum Jenny still knows where it's at in the tough daily driver stakes, running her VU Maloo both at the track and to the tip! "Mum bought this Maloo back in 2005; it has brown

leather trim and full Harrop brakes," Kris says. "This thing does it all – Bunnings runs, garden centre trips, usually filled to the brim with all sorts of gear. I dropped into Mum's once when she was doing house renos; the rear bumper was almost on the ground being filled with new tiles for the place! It's only just clicked over 100,000 kays and she's raced it a fair bit, but it still runs cruiser-spec diff gears, which keeps times in the low 13-second range."

11: JENNY'S weekender is this white LSA-powered VF Maloo that she bought brand new back in '16 and has since covered a mere 5000 kays. It went straight from the showroom floor to Walkinshaw Performance, who tweaked it with some extra boost, a tune, exhaust and lowering job. With just over 500rwhp, it's Jenny's pride and joy and has seen some strip action: "Mum's raced it twice, but wasn't too comfy with the traction control and reverse-pattern shifter, so there's still more practice to come. And after hearing a few other LSA-powered cars at shows, she'll be adding a better cam to give it more street cred. Who doesn't love a cammed and blown ute!"

SPIT AND POLISH

Send your event details to Spit & Polish, *Street Machine*, Locked Bag 12, Oakleigh, Vic 3166 or email streetmachine@bauer-media.com.au.



> VICTORIAN HOT ROD SHOW 25-27 JANUARY, MELBOURNE, VIC

20 DEC, CRANBOURNE, VIC

Classic & Rod Club Cruise Night, Cranbourne. Call Sam 0407 020 200 or visit classicandrodclub.com.au.

20 DEC, GLASSHOUSE MOUNTAINS, QLD

Sporto's Car Meet, 902 Steve Irwin Way. Search Facebook for more info.

21 DEC, WETHERILL PARK, NSW

Greenway Muscle Cars & Bikes Christmas Show, 1187 The Horsley Drive. Search Facebook for more info.

21 DEC, LAWNTON, QLD

Barnies DecemberFest, 757 Gympie Road. Search Facebook for more info.

28 DEC, GEELONG, VIC

Geelong Charity Mega Meet, Harvey Norman Waurin Ponds. Search Facebook for more info.

28 DEC, LIVERPOOL, NSW

Harry's Café De Wheels, Shop 1/20 Orange Grove Rd. Search Facebook for more info.

28 DEC-01 JAN, COOMA, NSW

Holden FX/FJ Nationals, Cooma

Showgrounds and surrounds. Visit fxfnats.com.au.

29 DEC, CRAWLEY, WA

Classic Cars & Coffee, University of WA. Visit classiccarsandcoffee.com.au.

02-05 JAN, CANBERRA, ACT

Street Machine Summernats 33, Exhibition Park. Visit summernats.com.au for more info.

05-06 JAN, PHILLIP ISLAND, VIC

Kustom Nationals Beach Party, Phillip Island. Visit kustoms.com.au/kustom-nationals.html.

05 JAN, SCORESBY, VIC

Modified Nation Motor Show, Caribbean Gardens. Search Facebook for more info.

05 JAN, CRIB POINT, VIC

Crib Point Annual Classic Car Show, Crib Point Railway Station. Email suehawke64@gmail.com.

11 JAN, CAMPERDOWN, VIC

Camperdown Car & Bike Show, Main Street. Call Andrew 0419 567 529 or email andrew@minervainsurance.com.au.

12 JAN, PORT FAIRY, VIC

Port Fairy Rod Run, Southcombe Park Oval. Call Dale 0407 424 643, email dale@hammonds.com.au or visit southweststreetrodders.com/events/port-fairy-rod-run/.

14 JAN, WANTIRNA SOUTH, VIC

Knox Show 'n' Shine, Westfield Knox, 425 Burwood Highway. Search Facebook for more info.

17 JAN, CRANBOURNE, VIC

Classic & Rod Club Cruise Night, Cranbourne Soccer Club. Call Sam 0407 020 200 or visit classicandrodclub.com.au.

18 JAN, TOORADIN, VIC

Tooradin Tractor Pull 'n' Car Show, Tooradin Tractor Pull & Truck Show Complex. Search Facebook for more info.

18 JAN, PERTH, WA

Motorvation 34, Perth Motorplex. Visit motorplex.com.au for more info.

19 JAN, PASCOE VALE, VIC

Northern Car, Bike Show & Shine, Cole Reserve. Email sconroy@powercor.com.au.

com.au or visit standrewscc.com.au.

19 JAN, GLENELG, SA

All Holden Day 2020, Wigley Reserve. Call Roger 0419 730 177 or Richard 0432 505 997.

19 JAN, BENDIGO, VIC

Centre State Swap Meet, Bendigo Jockey Club. Visit centrestaterodders.com.

25-27 JAN, MELBOURNE, VIC

Victorian Hot Rod Show, Royal Exhibition Building. Visit hotrod.com.au.

26 JAN, BALLARAT, VIC

Australia Day Motor Show, Rubicon St. Visit vccc.org.au.

26 JAN, ALTONA, VIC

Australia Day Picnic Swap Meet, Apex Park. Email dberner@optusnet.com.au or visit facebook.com/hobsonsbaymen.

26 JAN, GLASSHOUSE MOUNTAINS, QLD

Australia Day Show 'n' Shine at GHM Sports Club, 902 Steve Irwin Way. Search Facebook for more info.



When Everything Counts

SportContact® 6

The sportiest SportContact ever, maximum handling and grip without compromising on your safety!

- > Black Chili compound offers maximum grip in all directions and provides exceptional driving enjoyment.
- > A new era in tread pattern development - force vectoring, for maximum control.
- > Construction adaptations that offer maximum stability for high performance cars.
- > Winner of Motor Tyre Test 2018.





PETER FLINT

> PERTH, WA

PETER Flint is no stranger to the pages or the fans of *Street Machine*. We featured his big-block XW GS Falcon in *SM*, Jan '07, and if you're a fan of the burnout scene then you've probably been looking at the back of Flinty's head – usually protected under a wide-brimmed straw hat – for a number of years. He's probably covered every burnout competition at some point over the past 10 years, and his YouTube channel and website are treasure troves and historical archives of the sport.

I first met you when we featured your XW, but these days it's your XC ute, OLDHOON, that gets all the attention.

I bought the ute in 2008 or 2009. I still had the

block so it's at its limits, but it's had a lot of work done to the bottom end. It's got a cast steel crank and decent rods, a set of Ford Motorsport C460 heads and a sheet-metal manifold made to suit that engine. It actually came out of a Wild Bunch car from Queensland; I believe it was a pink XY.

How much grunt is it making?

When it was dynoed with the help of BYE and Performance Carb Tuning, it made 904hp at the tyres at only 8psi of boost and 20 degrees of timing, so it's not working hard at all.

What's the rest of the driveline?

It's got a built 'Glide that's looked after by Gonzo [Simon Travaglini] at Allfast. He did a converter for it as well and it's been brilliant. I went a season and a half without even having to change

"I've just hit 60,000 subscribers and ticked over 34 million views. It's consistently doing 600-1000 views an hour"

XW at that point, but it was sitting in a mate's shed with no engine in it. The big-block from the XW went into the ute, after I roddeed the Boss 302 engine that was originally in the ute when I purchased it. I ended up selling that combo because I did a deal for the XW – before the prices all went up, of course. I got the whole driveline that's in the ute at the moment, plus heaps of spares and cash as well, and I've never seen the car since.

Tell us a bit about that combo.

It's a 532-cube big-block Ford. It's a standard

the oil in it. I just changed all the rear end; from the cab back it's basically all brand new – new skins, new tubs, new four-link and the exhaust from the collectors back was redone to fit the 20x15 rims.

You're also well-known for covering the burnout scene with your Flinty460 YouTube channel. When did that start up?

The channel started in early 2008, but I was filming earlier than that; I've even got footage on VHS tape from when Motorvation was at Burswood. I started filming from the stands [at



Perth Motorplex] when the

Wild Boyz were around, and shooting footage for a few of the guys. Wild Mick got me down on the track because he knew Peter Pike really well, and it just sort of snowballed from there with media access. *Street Machine* has got me over for the past six Summernats. It's just a hobby that's out of control now.

How many views and followers do you have?

I've just hit 60,000 subscribers and ticked over 34 million views. On average, it does about 500,000 views a month. It peaks around Motorvation and Summernats – the past two years it's peaked over 1 million views in January and February. At the moment it's consistently doing 600-1000 views an hour.

I'm amazed you find the time to do it, having a family and running a business.

I still do all my own editing. Some nights I'll churn out three or four videos, but straight after the event is the busy time. I'll normally get home at 11pm or later and usually don't go to bed until 3am. I generally get the winner up and at least get a couple more ready, so the next morning I've got the runner-up, or the big fire or the wall hit ready to go. I've worked it out: If I've got three camera angles from start to finish, I can turn out two videos in an hour. 🛠️





SHARE THE PASSION



“NO ONE KNOWS YOUR
PASSION LIKE SHANNONS.”



Shannons understands your passion doesn't run to stock standard. If you like to modify your car Shannons policies can be tailored to your needs. Shannons insurance includes features like:

- Choice of repairer
- Agreed value
- Cover for legal modifications and non-standard accessories listed on your policy
- Pay by the month premiums at no extra cost
- One excess free windscreen claim per year

Call Shannons on **13 46 46** for a quote on your **special car** and speak with a genuine enthusiast.



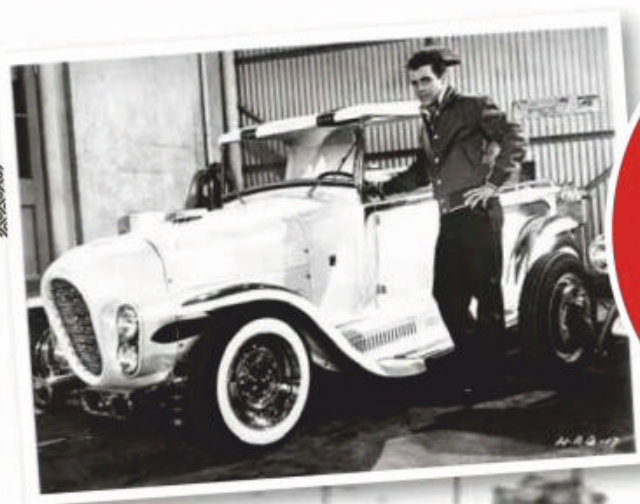
Join the Shannons Club today! Get connected
and share your passion - shannons.com.au/club

INSURANCE FOR MOTORING ENTHUSIASTS | CALL 13 46 46 FOR A QUOTE | SHANNONS.COM.AU

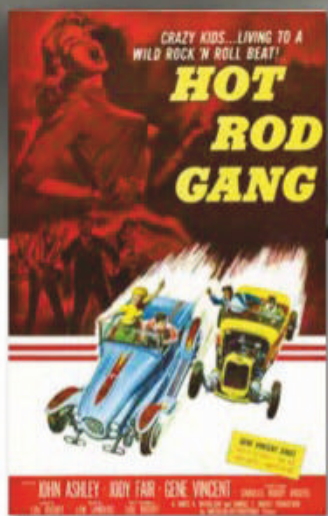
Shannons Pty Limited ABN 91 099 692 636 ("Shannons") is an authorised representative of AAI Limited ABN 48 005 297 807 ("AAI"), the product issuer. Some benefits only apply to comprehensive vehicle cover. Shannons and AAI have not taken account of your objectives, financial situation or needs. Read the Product Disclosure Statement before buying this insurance. Contact us for a copy.

FANGING FLICK

STORY SIMON MAJOR



COOL FLICK FACT:
This movie features the famous Barris Kustom Industries 'Ala Kart' Model A roadster pick-up, which won the America's Most Beautiful Roadster trophy at the Grand National Roadster Show in both 1958 and 1959.



BREAKDOWN

VEHICLES: 1932 McGee/Scratchfield Ford roadster, 1932 Henderson Ford roadster, Barris 'Ala Kart' Ford Model A roadster pick-up, 1958 Ford Custom 300, 1958 Lincoln Premiere, Harley-Davidson Hydra-Glide, 1954 Arnolt-Bristol Bolide

STARS: John Ashley, Jody Fair, Gene Vincent, Dub Taylor, Helen Spring, Dorothy Neumann, Steve Drexel, Claire Du Brey, Lester Dorr

DIRECTOR: Lew Landers

ACTION: Old-timey hot rod street racing with a backdrop of awesome period cars in 1950s Santa Monica and Hollywood

PLOT: A young heir to his late grandfather's fortune juggles a double life to pursue both his hot rod and musical dreams while not blowing the terms of his inheritance

AVAILABLE: YouTube, DVD

HOT ROD GANG 1958

> CRAZY KIDS... LIVING TO A WILD ROCK 'N' ROLL BEAT!

TWENTY-odd years ago, I stumbled home from a late night on the turps and flicked on the TV to the sight of a pair of 1950s hot rods pounding their front suspensions with a bout of kerb racing. My interest was immediately sparked, and even more so when I realised that the deuce roadsters in question looked to be the famous McGee/Scratchfield '32 and Pete Henderson '32. This immediately sobering sight saw me glued to the telly for the rest of the film, with the fog lifting even further when I spotted the Barris-built 'Ala Kart' roadster pick-up.

By the end, I'd learnt that this flick was dubbed *Hot Rod Gang*, but it was to be a number of years before I was able to acquaint myself with the 10 or so opening minutes that I'd missed.

Its late-1950s production time dropped this film smack-bang into the teen market looking to absorb anything featuring hot rods, drag racing, rock 'n' roll music and punch-ups, bolstered by a cast of cool guys and hot chicks. This movie ticks all of these boxes, and is lassoed together by the story of John Abernathy III (Ashley), a young bloke from the upper class who leads an often-complicated double life.

John is heir to the family fortune, and his spinster aunts – played dizzily but superbly by Spring and Neumann – expect him to live by a stern set of rules. However, his secret passions are for building hot rods and making music with his friends at their hot rod gang clubhouse.

When a wayward street race causes trouble with local killjoy Dryden Philpot (Dorr), it is the tight-lipped actions of new arrival Lois (Fair) that keeps John out of trouble. A romance blossoms between the pair, but it isn't long before trouble again comes knocking.

It seems the hot rod gang is heavily in arrears with the clubhouse rent, and their shady landlord, Al Berrywhiff

(Taylor), is looking to move them on.

With John unable to touch his substantial inheritance just yet, it is Lois again to the rescue. She engages the help of real-life rock 'n' roll legend Gene Vincent to create an incognito persona, Jackson Dalrymple, for John so he can record and release some fresh music.

With the glue barely dry on his fake beard, John's tunes head straight to the top of the charts, saving the clubhouse and leaving nearly enough in the coffers to finish the build of a new dragster. The downside is that John's double life is now out of the bag, but his aunties warm to his musical stylings and love of hot rods and offer to lend a hand to raise the last of the needed cash by helping with the club's hop fundraiser.

But as they say, trouble comes in threes, and it seems that John's arch-enemy, the seedy Mark (Drexel), hasn't taken kindly to John's luck with the chicks and regular floggings by him on both the street and with his fists, so he frames John for a stolen car parts racket. However, John is able to clear his name in a high-speed hot rod showdown, and the gang lives happily ever after.

VERDICT: 3/5

I'M NOT really sure whether to class *Hot Rod Gang* as a comedy or a musical (the latter genre generally makes me cringe). Either way, everything pales in comparison to the damn cool hot rods that feature throughout. This film is an era-perfect snapshot of the real cars that inspired the whole 'traditional' hot rodding movement of more recent decades, and is a fun reminder of far simpler times. Keep an eye out for pioneer actress Claire Du Brey, who plays the Abernathys' loose live-in housekeeper, Agatha. She adds some comedic spunk to this movie, which, at the ripe old age of 66 at the time of filming, is pretty impressive.



Let's Build It Together



Air Cleaners with Reusable Filters *Look Great!*

Keyword: SUM Cleaner Reusable
as low as \$33.99 USD each



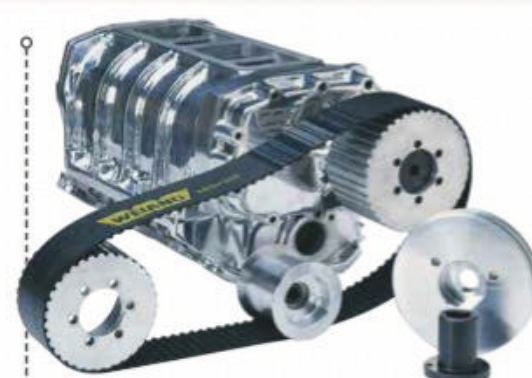
Rotating Assemblies *For More Horsepower and Torque!*

Keyword: MAN Rotating Assembly
as low as \$2,099.99 USD kit



Prostar Polished Wheels *Lightweight and Strong!*

Keyword: WLD Prostar Polished
as low as \$225.00 USD each



6-71 Street Supercharger Kits *45-55% More Go!*

Keyword: WND 6-71 Street
as low as \$3,358.95 USD kit



Camshafts for GM LS *Pump Up the Power!*

Keyword: BTC Camshafts LS each
as low as \$389.00 USD each



Quarter Stick Shifters *Positive Gear Change Control!*

Keyword: HUU Quarter Gate
as low as \$312.95 USD each



CT 9 Inch Bare Housing and Axle Packages *Withstand the Stress of Racing!*

Keyword: MSR CT 9 Bare Housing
as low as \$960.00 USD kit



Coilover Conversion Systems for 1967-87 C10

Upgrade that Worn Suspension!
Keyword: QA1 Coilover Conversion C10
as low as \$1,349.95 USD kit

Low Cost, No Hassle, Landed Cost Shipping.

Landed Cost shipping includes all duties, taxes, and clearance fees. In-stock parts are shipped FAST, delivered to your door with no unexpected fees.

Questions?

Complete details available in the Customer Service section of SummitRacing.com, talk via **Live Chat**.



Race Series Mechanical Secondary Carburetors *Dyno-Proven!*

Keyword: PRO Race Mechanical Secondary
as low as \$539.99 USD each



Boss 302 5.0L Modular Intake Manifold *Increased Airflow!*

Keyword: FMS Boss 5.0L Intake
FMS-M-9424-M50BR \$529.99 USD each



1930s Vintage Gas Pump Drink Dispenser *Top-Off Your Glass!*

Keyword: GSS 1930s Drink
GSS-1958 \$29.99 USD each

GET MORE FOR LESS—WE DELIVER THE BEST BOTTOM LINE PRICE TO YOUR DOOR—GUARANTEED!

*The World's
Speed Shop*

Int'l: 1.330.630.0230
1.800.230.3030



FIND IT AT SummitRacing.com

SCode: 2001SMA • Prices subject to change without notice. Please check SummitRacing.com for current pricing. Typographical, description, or photography errors are subject to correction. Please check your local laws/regulations. © 2019 AUTOSALES, INC.

LOUIS
CORDONY

DYLAN
CAMPBELL

EMMA
NOTARFRANCESCO

DANIEL
GARDNER

ANDY
ENRIGHT

ELISE
ELLIOTT

PETER
ELLIOTT

DAVID
BONNICI

WHICH CAR SEASON 2

Starts Sunday, 26 January, 2020. Network 10.



PG

Parental
guidance
recommended



whichcar
com.au

FEATURING

wheels

MOTOR

4X4

UNIQUECARS

MACHINE

YOUR STUFF

Write to: Your Stuff, *Street Machine*, Locked Bag 12, Oakleigh, Vic 3166 or email streetmachine@bauer-media.com.au. Make sure you include your address (not necessarily for publication). Keep it short and sweet!

> LETTER OF THE MONTH

WRECKED CLASSICS

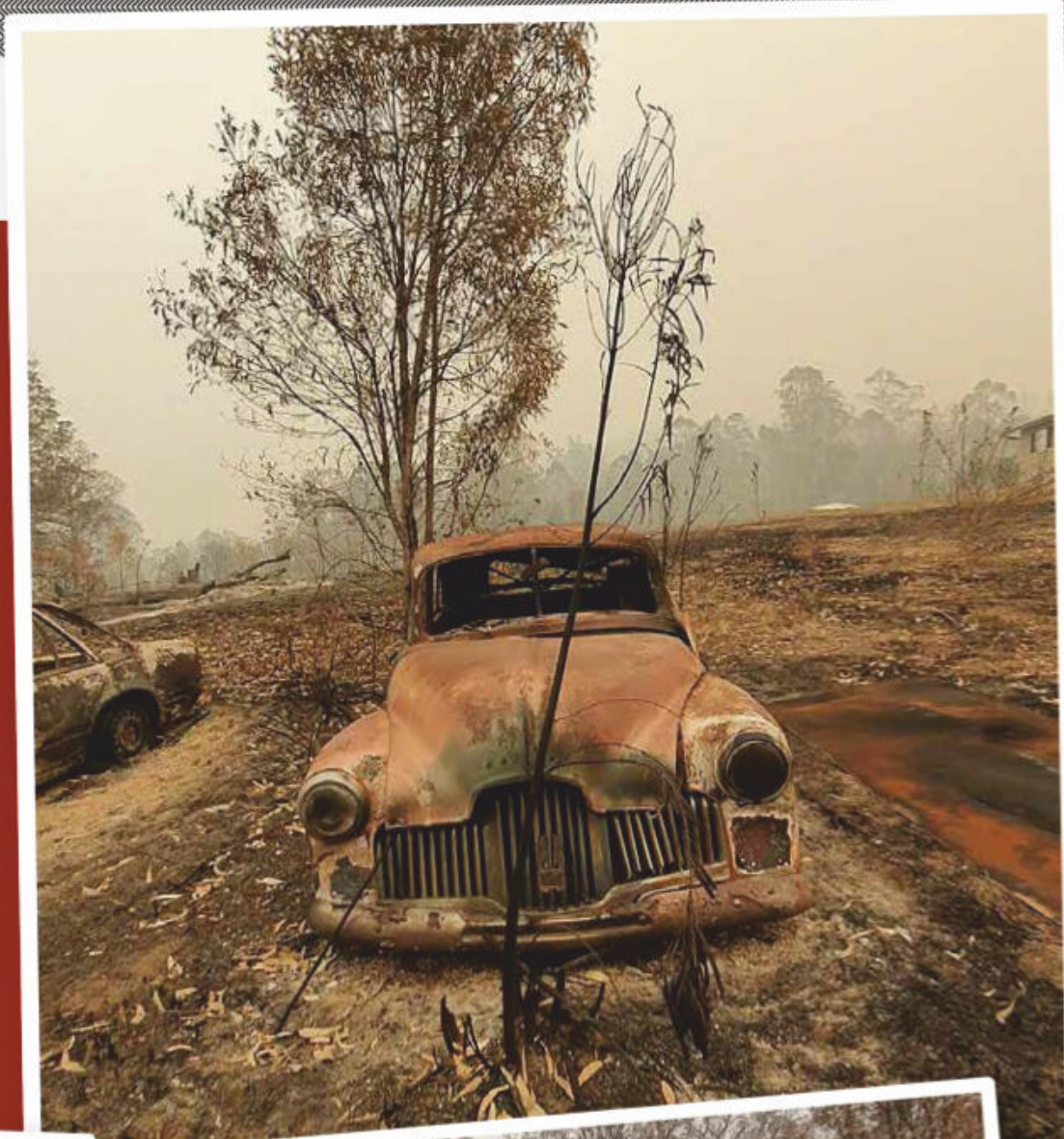
WITH a heavy heart, I write to you to share some photos from the devastation of the bushfires that ripped through my uncle Keith's property at Willawarrin, a short distance from Kempsey on the NSW mid-north coast.

Keith's brother Jimmy had been collecting and storing old Holdens at the property for some time, with the intention of one day getting around to doing them up in his retirement. But the bushfires had other plans.

My cousin Rachel has shared with me some pics that she has taken from around the property, which are both heartbreaking and, in one case, absolutely miraculous. In the scenes of the total annihilation of Jimmy's collection, stands proud one lone survivor. It's almost as if the ghost of Ross Higgins playing Ted Bullpitt descended into the paddock, wearing an RFS uniform, and in character, screamed at the encroaching flames: "NOT THE KINGSWOOD!"

As you'd expect, Jimmy is devastated by the loss of his collection, but hopes that he can salvage what is left and finally get his Kingswood wagon restored and back on the road cruising.

David Bailey, email



BOOST JUICE

I'M SURE you guys already have more stories than page space, but here's an idea: octane. Given the price of fuel and the way it escalates as the octane goes up, and the fact there's always a few octane booster bottles around, maybe a story on how effective they are? How many octane points does the juice actually go up when you add an octane booster? Is it worthwhile to buy 95 and a bottle of booster rather than 98? Or 91 and three bottles of booster? Can you octane-boost a diesel?

In real-world terms, on a relatively stock motor, is there even a measurable power difference? How many octane points does a motor need? Modern motors have different needs to older ones; does this include octane? Most of us aren't driving cars with mad compression or boost.

Steve Pacey, email

KEEP IT STREET

THIS magazine is, in essence, a true painting of Aussie muscle. I started reading it a few months ago, and since then I've been nothing but intrigued. It's an easy read for all ages, and it inspires me to think there are other kids reading this, influenced to make the future better for cars. I suggest this to anyone who has deep passion for muscle cars, because it is beyond words what a man and his hands can do to a car, and it's a pleasure to know that these very cars lie in the magazine I read: *Street Machine*.

Jack, age 15, Swan Hill, Victoria

RAMBLIN' MAN

HI, I WANTED to add some information that was left out of your online article on Bob

Bruhn's 1965 Rambler Marlin, written by Boris Viskovic. I'm the designer of that car; I'm not sure how my name was left out of this article, but it would be nice to get the credit for what I did in conjunction with this car.

I have since designed two more cars for Mr Bruhn. One that is currently under construction is a '30 Ford Tudor.

Maybe there can be an amendment to the article listing the designer. It would be very much appreciated.

Keith Kaucher, Chief Designer, Kaucher Kustoms, Santa Monica, CA

HEY Keith, thanks for the info. We've amended our online yarn to properly credit you. Head to whichcar.com.au/streetmachine and search for 'Rambler Marlin' to find it. – Telfo

Ultimate LS Power



LS1, LS2, LS3, L98 V8



NEXT GEN LS Camshaft Kits

- Largest range of NEXT GEN for LS profiles specifically designed for cathedral & rectangular port heads
- Cams to suit normally aspirated, turbo and supercharged engines. LSA and AFM grinds available
- Kit comes with matching severe duty conical or double valve springs

NEXT GEN Heavy Wall One Piece Pushrods

- One piece hi carbon steel and chrome moly pushrods

NEXT GEN Billet Steel Timing Sets

- Billet single and double row timing sets with German IWIS chain

NEXT GEN LS Rocker Trunion Upgrade Kit

- Bush bearings with 300x the load capacity of Needle rollers.
- Easy To Install



CROW CAMS
NEXT GEN
03 9357 0469
www.crowcams.com.au



'LUX LIFE

I KNOW you guys aren't minitruckers, but I reckon you've gotta do a feature on Jasmine Green and her LS-powered HiLux (above). When I first met her about 10 years ago it was a stock white early-90s shitter, and now it's a full custom. She's since become an unbelievable fabricator. She's done everything herself, including installing the LS, paint and bodywork, body-drop, chassis work, everything! Check out her Instagram and you'll see, she's a very inspiring person.

Daniel Peachey, email

CHALLENGE BEASTS

HI TELFO, just wanted to say thank you for the daily Drag Challenge 2019 updates on your website during the event. I was trying to make it down there as a spectator, but was unable to because of work commitments due to the bushfires in Central Queensland.

It was really good to get a daily summary about what happened during the day with all the competitors.

Dave West, email

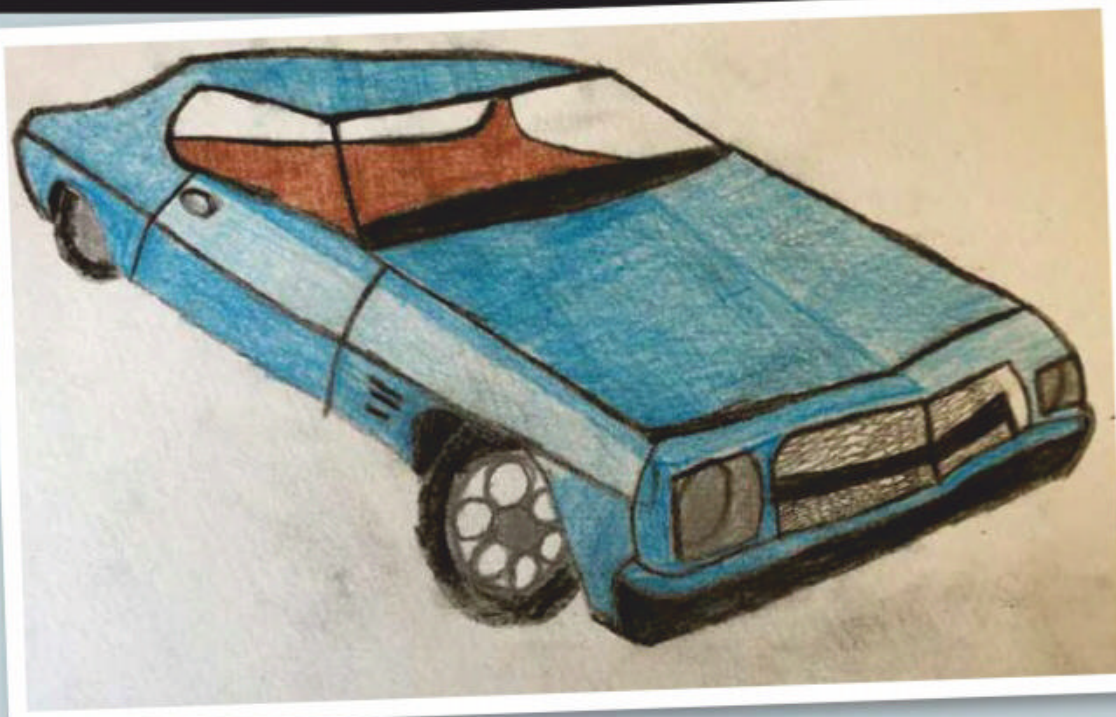
IT'S A GAS

I HAVE always wondered about the engineering and design principles of gasser drag cars. Why do they run a leaf-spring front end? Why do they operate at a high centre of gravity? They look awesome, and it's a great period of drag history. I just can't get my head around how or why they are built the way they are.

Damien Murray, email

THE term 'gasser' stems from cars that raced in the NHRA Gas classes between 1955 and 1972. Back then, the best way to improve traction was to transfer as much weight as possible to the back tyres, hence the lifted front end, use of fibreglass front panels, Perspex windows and even concrete-filled rear pipe bumpers. Fitting fatter and taller tyres is also an easy way to increase traction, so people would just lift the suspension and/or radius the rear wheel openings for clearance. The simplest way to lift the front was a beam axle with leaf springs. Of course, nowadays people have figured out better ways to get the tyres to hook up, but as you said, gassers look awesome! – Boris

> DEPARTMENT OF YOUTH



HQ FOR U

HI, THIS is a drawing from my son. He is 11 and loves his cars. His name is Slade Belleville. Thanks!

Marc Belleville, Newcomb, Victoria

BUILD IT BETTER

WITH HARE & FORBES



MCW-47C 2-in-1 Mechanic's Creeper

- 1200 x 450 x 130mm
- Fabricated steel frame
- Quick & easy conversion
- 150kg weight capacity
- 6 swivel wheels



Order Code: A006
\$77
SAVE \$11

DS-19 Compact Power Drill Stand

- 125mm throat
- 67mm stroke
- 38 & 43mm drill collar
- Rack & pinion up/down



HAND DRILL NOT INCLUDED

Order Code: D585
\$95
SAVE \$15

ETT-1D Steel Gearbox & Engine Tear Down Table

- 1200 x 640mm table top
- 875mm table height
- Fluid collection pan
- Lockable drawer

136KG TABLE CAPACITY



Order Code: A385
\$339
SAVE \$24

Super Blue Complex Grease Cartridge

- 450 grams
- Multi purpose grease
- Water & high thermal resistance
- Industrial, automotive, earthmoving and marine applications



Order Code: G057
\$11
SAVE \$2.20

BD-325 Bench Drill & Clamp Package Deal

- 16mm drill capacity
- 2MT spindle
- 12 spindle speeds
- Swivel & tilt table
- 1hp, 240V motor
- Includes BD-325 Drill & 9" Locking Clamp



IDEAL FOR HOME WORKSHOP

Order Code: D590C
\$359
SAVE \$17.20 off RRP



SHST-1.6HD Shrinker Stretcher

- 1.6mm mild steel
- 205mm throat depth
- Shrinking dies
- Stretching dies

METALMASTER

Order Code: S2266
\$490
SAVE \$49

EWM-75 English Wheel

- 1.6mm mild steel
- 711mm throat
- Includes 7 dies

METALMASTER

Order Code: S225
\$599
SAVE \$50



WDV-3P Workshop Wet & Dry Vacuum Cleaner

- 1200W 240V motor
- Portable on wheels
- 30L stainless steel tank
- Auto-switch power tool socket
- Include: brush, crevice tool, wet & dry floor nozzle

10 YEAR WARRANTY



macnaught

Order Code: V504
\$189
SAVE \$20



PSC-2W Plastic Service Cart

- 250kg total load rating
- 2 trays (945 x 652 x 105mm)
- Includes storage tray handle
- 2 x swivel & 2 x fixed wheels

HEAVY DUTY PLASTIC



Order Code: T749
\$239
SAVE \$14

RLTJ-500 Swivel Transmission Jack 2 Way Multi Tilt

- 500kg capacity
- 820 - 1768mm height
- 2-way tilt saddle
- Forward: 29° & 44° Rearward
- Hydraulic 2 stage telescopic lift

WIDE WHEEL BASE



Order Code: A3451
\$569
SAVE \$36

TJA-2A - Hydraulic Alloy Trolley Jack & Axle Stands Package Deal

- Includes:
- 2T Alloy Trolley Jack (J024)
- 3T Axle Stands (A3435)
- Pick Up Tool (M0010)



ARMSTRONG
Better by design

Order Code: K107
\$569
SAVE \$85.50 off RRP

CM-760 3-in-1 Pressbrake, Guillotine & Rolls

- 760 x 1mm steel capacity
- Cast iron construction
- Segmented pressbrake blade
- Wiring groove rolls



Order Code: S650
\$739
SAVE \$53

AL-250G Bench Lathe, Stand & Tooling Package Deal

- 250 x 500mm turning capacity
- 26mm bore, 12 spindle speeds
- Quick action gearbox
- 1hp, 240V motor
- Package includes: Bench lathe, stand, turning tool kit



Order Code: K001
\$2,795
SAVE \$164 off RRP

CEYLAN
Staff Member



USE PROMO CODE
SM0120
ONLINE OR INSTORE!

Gift card



The Perfect Gift for everyone!
Order & redeem online or in store

HARE & FORBES

100% Australian Owned

Est. 1930

MACHINERYHOUSE

"Setting the standard for quality and value"

www.machineryhouse.com.au

NSW

(02) 9890 9111

1/2 Windsor Rd,
Northmead

QLD

(07) 3715 2200

625 Boundary Rd,
Coopers Plains

WA

(08) 9373 9999

11 Valentine Street
Kewdale

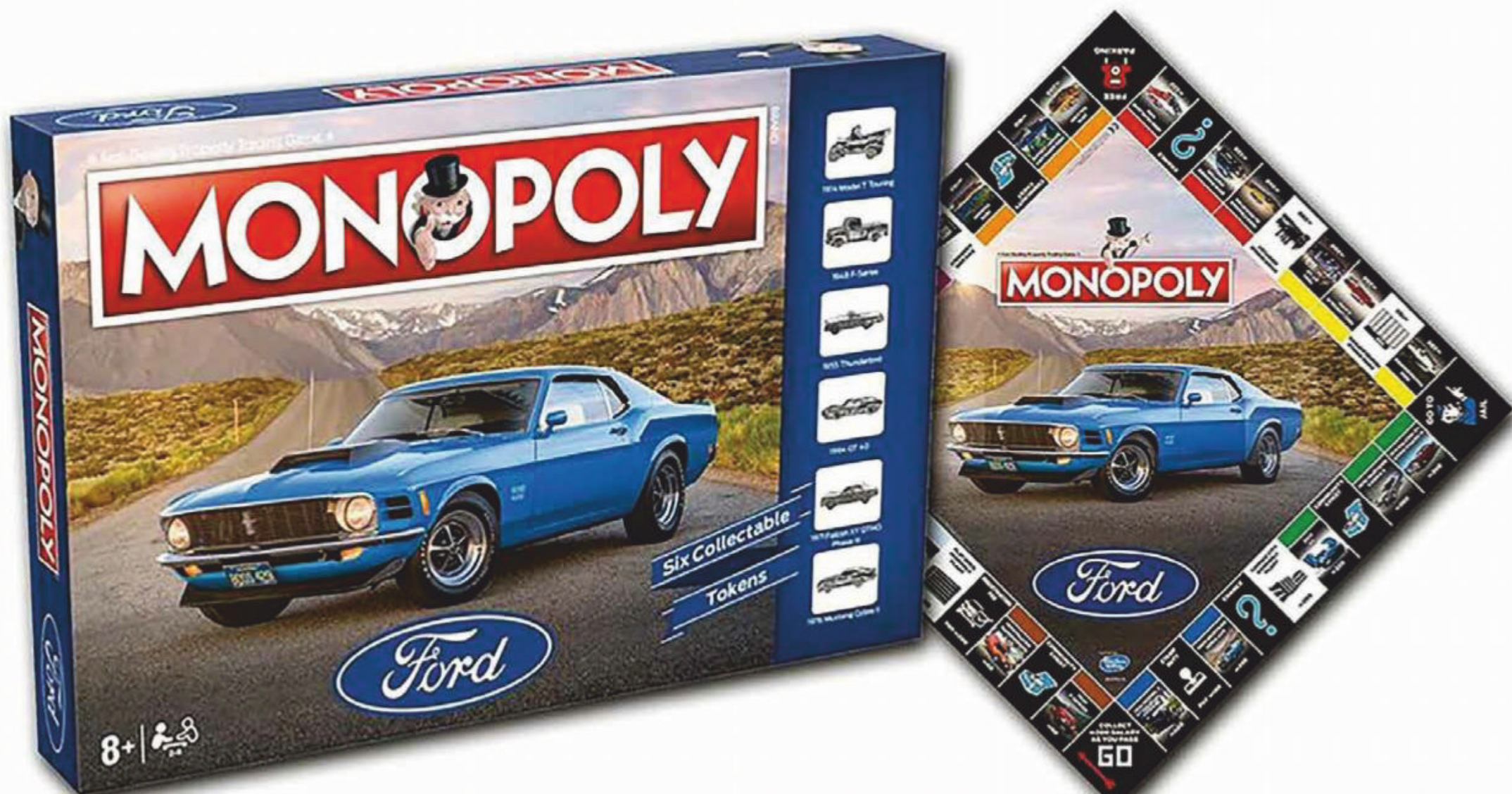
VIC

(03) 9212 4422

4 Abbotts Rd,
Dandenong

Use Promo Code in store or online to receive these exclusive offers. Valid until 31-01-20
Specifications & Prices are subject to change without notification. All prices include GST.

01_SM_191219



> IN YOUR FACEBOOK

FORDOPOLY

THE classic board game Monopoly has spawned countless family feuds over the years, as well as dozens of themed versions of the game. From *Star Wars* to *The Simpsons* – not to mention plenty of car brand-themed boards – there's more flavours of Monopoly than beer. The latest version of the new Ford Monopoly game now includes a bunch of Aussie Ford metal, most notably an XY GTHO Phase III as one of the six playing tokens. The board itself also features an XD Falcon Sundowner, Country Squire wagon, 2016 Falcon FG X and, again, an XY Phase III GTHO. We shared the news that our Aussie battlers had made the cut for the prestigious game with our Facebook followers.

Paul Williams – I'm guessing they have a mechanic's workshop instead of jail.

Tim Ross – Crashed into a crowd, go directly to jail, do not pass Go, do not collect \$200.

Andrew Cameron – I'd say it'd be a crowd pleaser.

James Adam – It wouldn't matter what piece you got, they still wouldn't make it round the board.

Joel Fowler – No AU Falcon?

Daniel Rond – Is there a tow truck as a token in this game?

Tim McCormick – Ford owners still pushing their cars.

Richo Richardson – Finally! A fast game of Monopoly!

Luke Smith – A game where you have to push your Ford from street to street – how appropriate!

John Csonka – How laughable would it be if they brought one out with an Opel-dore on the cover. Could you imagine it?

Haydn Simpson – Mayfair = XF Falcon?

Jason Mills – I might have to get this one.

Garry Lee Martin – The game where nobody wins but they all get a 'You Attended' ribbon at the end.

Adrian Gilbert – They would be all in the

HSV edition.

Mick Drew – "Which Ford do you want?" "I'll have the brick!" "Eeeeeerm ... which Ford do you want?"

Dom Gunder – Does it leak oil and constantly break down like the real thing?

Anthony Baistow – They picked the right brand considering you have to push the pieces.

Mitch Watson – Hopefully the box is made better than XD door handles or you'd never get into it.

Dean Ferris – Can you engine-swap though?

Darren Hamilton – Does it come with rust?

Brendon Mèncshèlyi – I prefer a faster game, so I got the HSV version.

Wayne Stevens – As soon as you open the box the Mustang f***s off and drives up a pole.

Christopher Aaltonen – I take it the first two houses by Start are Chevy and Holden? 

ADVERTISING: Commercial Content Director: Matthew Rice Ph (02) 9263 9706. NSW rep: Joseph Lenthall Ph (02) 8114 9421. Vic rep: Kim Simonsen Ph (03) 9567 4311. SA rep: Nick Lenthall Ph 0439 485 835. Queensland rep: Todd Anderson Ph 0409 630 733. Agency Sales Manager – NSW: Max Kolomiets Ph (02) 8275 6486. Agency Sales Manager – VIC/SA: Adrian Smith Ph 0408 337 004. Advertising Production: Karyssa Arendt email karyssa.arendt@bauertrader.com.au. *Street Machine* is published by

Bauer Trader Media, a division of Bauer Media Pty Ltd ABN 18 053 273 546, 54-58 Park Street, Sydney, New South Wales, 2000. © 2019. All rights reserved. Printed by: Ovato Warwick Farm, 8 Priddle St, Warwick Farm, New South Wales, 2170. Distribution: Ovato Distribution. *Recommended price. PRIVACY NOTICE: This issue of *Street Machine* is published by Bauer Trader Media, a division of Bauer Media Pty Ltd (Bauer). Bauer may use and disclose your information in accordance with our

Privacy Policy, including to provide you with your requested products or services and to keep you informed of other Bauer publications, products, services and events. Our Privacy Policy is located at www.bauer-media.com.au/privacy/ It also sets out how you can access or correct your personal information and lodge a complaint. Bauer may disclose your personal information offshore to its owners, joint venture partners, service providers and agents located throughout the world, including in New Zealand, USA, the Philippines

and the European Union. In addition, this issue may contain Reader Offers, being offers, competitions or surveys. Reader Offers may require you to provide personal information to enter or to take part. Personal information collected for Reader Offers may be disclosed by us to service providers assisting Bauer in the conduct of the Reader Offer and to other organisations providing special prizes or offers that are part of the Reader Offer. An opt-out choice is provided with a Reader Offer. Unless you exercise that opt-out choice,

personal information collected for Reader Offers may also be disclosed by us to other organisations for use by them to inform you about other products, services or events or to give to other organisations that may use this information for this purpose. If you require further information, please contact Bauer's Privacy Officer either by email at privacyofficer@bauer-media.com.au or mail at Privacy Officer Bauer Media Pty Ltd, 54 Park Street, Sydney NSW 2000.

Innovations In Lubrication Technology

NEW
PRODUCT

- Racing
- Street Performance
- Hot Rod

- Powersports
- Marine
- Towing



DRIVEN TO WIN

DRIVEN
DRIVEN TO WIN RACING OIL®

WHEN YOU WANT THE BEST!

COMPETITION/ RACE OILS

Driven has developed a race-specific line of oils to deliver a competitive advantage without compromising durability. Formulated with more Zinc, Moly and friction modifiers, the XP series delivers winning performance and protection.

STREET PERFORMANCE OILS

By utilizing PAO base stocks, Driven provides better volatility (evaporation), better sheer stability and better air release. Compatible with Ethanol-blended fuels.

HOT ROD OILS

Because these cars are not typically daily drivers, Driven Hot Rod Oil goes beyond ZDDP to also provide critical storage-protection additives that guard against internal corrosion and dry starts. Available in conventional and full-synthetic formulas.



Racing is in the DNA of our company, and every product we develop is proven to perform. From engine break-in and mineral oils to full synthetic race oils, Driven offers a wide range of road and race winning products that deliver enhanced performance, protection and value. Driven Racing Oil contains the highest quality base oils and the best additive package to protect the investment in your engine. So whether you need a premium oil for your road car, hot rod, race car or tow vehicle, put your trust in lubricants engineered and proven to perform. Trust the innovator of high performance lubricants - **DRIVEN RACING OIL**

Performance Wholesale Australia
6 Cronulla Court, Slacks Creek Queensland 4127
Phone Sales (07) 3808 1986 Email sales@pwa-au.com
www.drivenracingoil.com.au | www.performancewholesale.com.au

**PERFORMANCE
WHOLESALE**
BRISBANE AUSTRALIA

LEGEND

STORY DAVE COOK PHOTOS DAVE COOK & SM ARCHIVES



"THE CRAZYMEN"

John Taylor

LOCO MOTION

DEARLY DEPARTED DRAG RACER JOHN 'THE CRAZYMEN' TAYLOR NEVER LET A LACK OF FUNDS CRUEL HIS FUN

TO MANY, those who strap themselves into a high-speed race car for the fun of it should be dismissed as crazy, a categorisation that those in the cars would strongly reject. But in the 60-year history of drag racing in Australia, one made it a badge of honour by having it emblazoned down the side of his car.

John 'The Crazyman' Taylor passed away in September, aged 73, but the tales of his exploits in trying to go as fast as possible as cheaply as possible live on.

Taylor was, by any measure, a budget racer. His career was spotted with cars that were pushed to the far limits of their structural capabilities, but were kept going on the promise of a major refurb if he could just win that next race.

Beneath the rough and ready surface, Taylor

was a very determined racer doing the best with what he had. He rose rapidly to become one of the lions of the fuel altered wars in the early 70s, evolving with most of that breed into the early nitro Funny Car crowd as the decade rolled on.

Taylor started his racing days hanging out with Sydney-based altered racer Ron Gardner, and once recalled crewing on Gardner's Y-block Ford-powered Fiat Topolino at the 1967 Nationals at Surfers Paradise Raceway. That early experience welded him to the notion of altered as the most fun you could have on the quarter-mile, but someone in the pits had a dragster chassis for sale. It was pretty crude, but at just \$300 was too cheap to pass up. So Taylor became a dragster racer.

That chassis turned out to be a venerable part of Australian drag racing history. Built in 1959 by

Victorian Greg Goddard, it was just the second purpose-built dragster constructed in Australia. It had been passed on to Melbourne speed shop owner Eddie Thomas and became the first car in the country to break the 140, 150 and 160mph barriers, and the first to run 10s, and later, nines.

Familiar with Y-block Fords, Taylor fitted a carbied 292-cuber and debuted it at Sydney's Castlereagh track in April 1968. It was no great shakes, even by the standards of its day, but the times gradually started coming down and in September it went 12.77.

Hungry for more power, Taylor fitted a 6/71 GMC blower and Scott injector, but the Ford started munching conrods and crankshafts on a regular basis, so after five months a 331ci Chrysler Hemi was sourced and swapped in. The old chassis, rapidly running out of capacity, was

Taylor's signature move was a pool of burning fuel under the rear tyres to produce a big show, before it damaged the car or driver. However, the practice was eventually banned



John Taylor

swapped for a much lighter version purchased from friend Warren Armour. Though it had been built to run a Holden six, with the blown Hemi on board the times came down into the 9.7s.

The power was more reliable, but now the clutch was being pushed beyond its limits, and after two units failed him Taylor decided to move on and return to his original love – altered.

Old mate Gardner had his Fiat Topolino for sale, and, as he knew the car, Taylor snaffled it. The Fiat had been built in 1967 and was fairly state-of-the-art for its time, but the world of drag racing was changing rapidly in the 1970s, and Taylor was harbouring ambitions the car could scarcely keep up with.

The Hemi was a lot heavier than Gardner's old Ford Customline engine. I recall standing next to Taylor while he hoisted the Hemi out for maintenance one night, and as the block lifted up the chassis rails started arcing up with it, and rather messy welds on the vertical braces started breaking and popping away. When this was pointed out, Taylor simply said: "Oh, don't worry. When the motor goes back in and they all close up again, I just re-weld them."

Probably the thing that saved the chassis was the lower torque of the 331-cuber, assisted by the smaller tyres, which gave it a more liveable punch off the line.

To protect his face, Taylor had a mask with one large breather smack in the middle, giving him the appearance of a large rat, though he was anything but. Whether driving lock-to-lock or gun-barrel straight down a quarter-mile, it was all the same: deadly determined to go as fast as possible on a budget.

Taylor's introduction to altered racing was an adrenaline-laced moment at the first round of the 1971-72 Ampol Series at Surfers. There were no required half-passes in those days and, storming through the finish beams at over 140mph on his first pass, Taylor pulled the parachute release only to discover a peculiarity of airflow over the

top of the Fiat. He was running the cargo drop 'chute (much cheaper than a purpose-made racing 'chute) from his old dragster and had taken the seemingly logical precaution to mount it vertically above the top of the rollbar, where it protruded through the open roofline. But air was pouring into the body, so that's where the 'chute went – all over Taylor. He bailed frantically, trying to push all that ex-military silk out over the back of the car and into the airflow while trying to keep the car on line in a minimal braking area.

This happened on the car's second run as well, and the third – by which time the constant

TAYLOR HAD A MASK WITH ONE LARGE BREATHER SMACK IN THE MIDDLE, GIVING HIM THE APPEARANCE OF A LARGE RAT

strain of running off into a cow paddock broke a front stub axle. Taylor and his crew chief, brother Mick, rushed to a nearby garage and borrowed a welder to re-attach the stub axle and made it back in time for the bracket eliminations. Despite a somewhat haphazard wheel alignment, Taylor was runner-up to local star Jim Reid.

Just after this, at Castlereagh, announcer Denis Walford made a passing reference to Taylor as "that crazy man" and Taylor instantly grabbed on to it and had 'The Crazyman' lettered onto the side of the little Fiat.

By June's 1971 NSW Championships, the Fiat was running consistently in the nines. It went 9.80 in the final but lost to Graeme Cowin's 'Psycho II' winged altered. At the Mr Holden

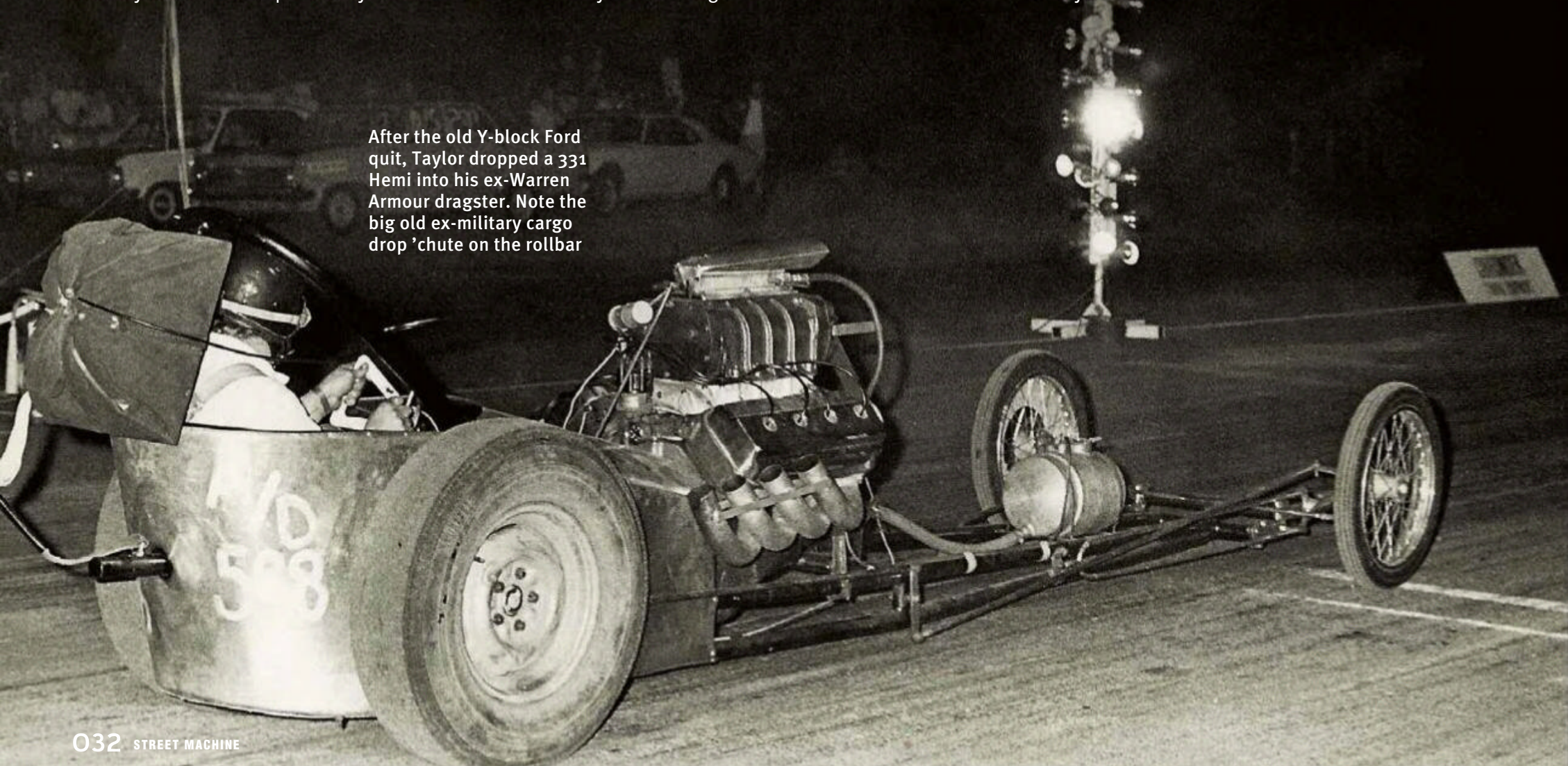
meeting in August, it went 9.36@151mph to best Ian Splatt's formidable 'Bounty Hunter'.

At that year's Nationals at Castlereagh, Sydney racer Bruce Phillips debuted his Torana Funny Car with a fire burnout show borrowed from US racer Don Johnson. A pool of highly flammable Toluol under the rear wheels was set alight and produced a spectacular ball of orange flame when the wheels were spun in it. This was the sort of stuff that sent crowds wild, and Taylor made it his signature move. He toured from Townsville to Perth, taking the fiery show with him, and the bookings were solid, until the practice was banned.

Taylor was booked for match races all down the east coast, duking it out in best-of-three contests with any number of other stars of the day. On one memorable occasion he was pitted against the Mustang Funny Car of Jim Read. Crazyman's car was push-started, while Read's was fired with a starter motor. Read sat behind the burnout area waiting for the Fiat to be push-started while Taylor sat out on the track waiting for Read to fire his motor. Eventually Read cranked it over, so then Taylor signalled Mick in the push car to start moving. By the time the Fiat had fired and turned off the track and around behind Read, Read decided his engine was too hot and shut off, climbing from the car and gesturing wildly at Taylor. Mick climbed from his wagon, walked across and flattened Read in the burnout area.

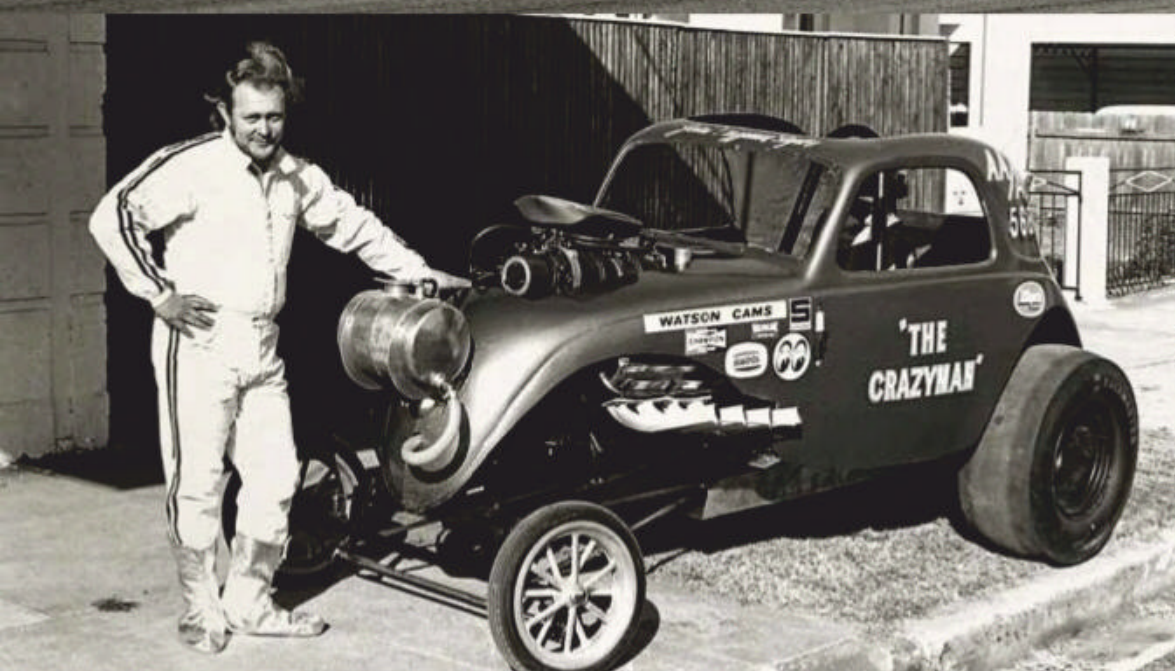
By the end of 1972, Gardner's old Fiat was showing its age, so Taylor began work on a new chassis, with advice from Warren Armour. It was lower and sleeker, with a proper 'cage in it, and out front sat a real 392 Chrysler. The whole package was put together with a Topolino body, but with a view to possible future conversion to a Funny Car. It had moveable engine mounts so that the 106-inch wheelbase frame could have the permitted 25 per cent engine setback as an altered, or the unlimited setback allowed in Funny Car.

After the old Y-block Ford quit, Taylor dropped a 331 Hemi into his ex-Warren Armour dragster. Note the big old ex-military cargo drop 'chute on the rollbar





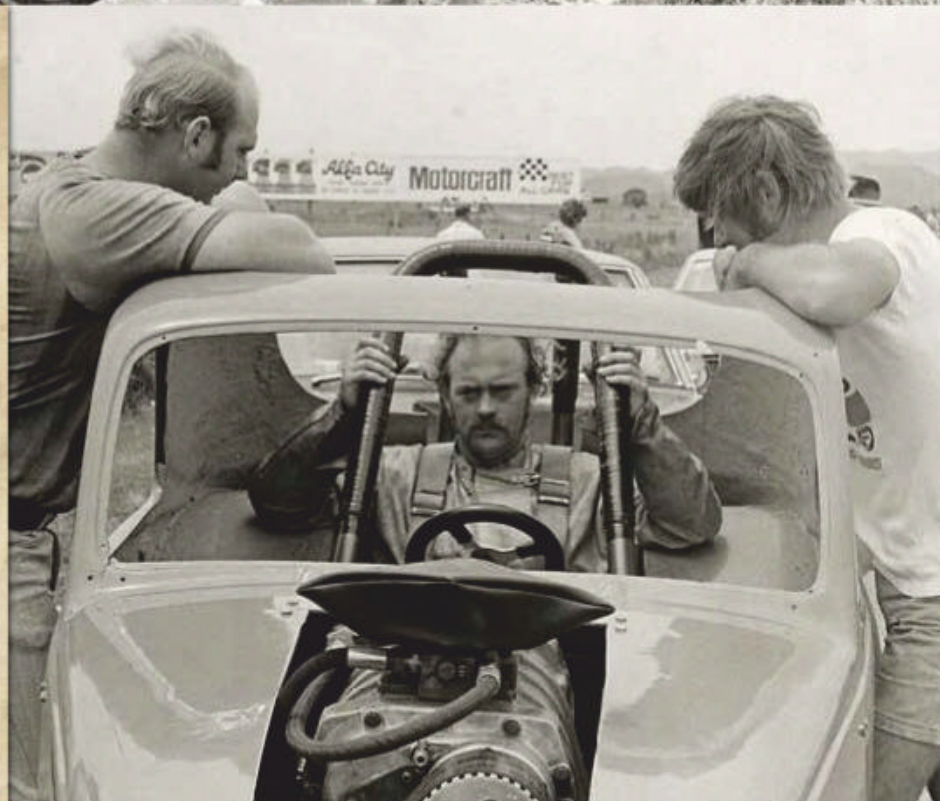
Taylor could see the writing on the wall as Funny Cars gained recognition in 1974, so his Fiat altered was adaptable to either bracket. Here he battles Norm Oakey's rear-engined Monaro flopper at Castlereagh in 1974



ABOVE: The Crazyman was never happier or more successful than when he was strapped into his Fiat altered

BELOW: Graeme Cowin (left) and Taylor fooling about at the 1971 Winternationals. Taylor's single-breather face mask was a major identifier at any race meeting

BELOW RIGHT: The early 70s were the heyday of the blown altered wars and many shows were built around their often erratic handling and wild racing. Here Taylor takes on the winged 'Psycho II' altered of Cowin in 1971

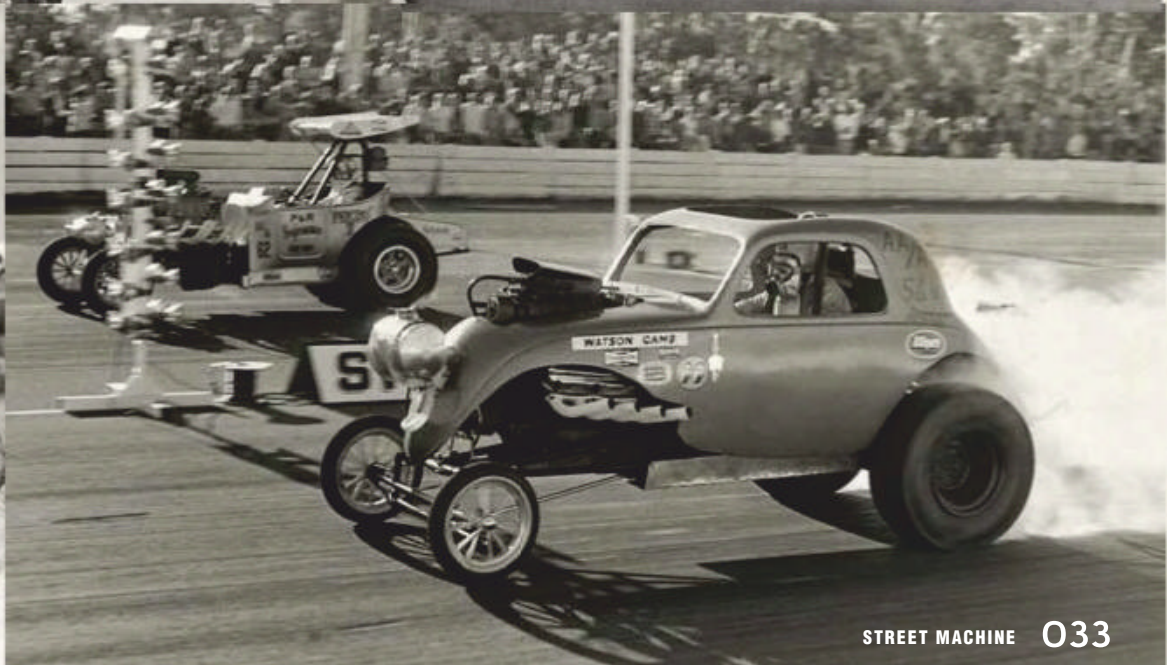


ABOVE: This was the end of Taylor's early Funny Car career when he ran off the end of the Oran Park strip and into an inconveniently placed cattleyard

LEFT: Crew chief and brother Mick (left) and Top Fuel racer and good friend Warren Armour check with Taylor in the

fire-up lanes at Surfers Paradise, following the debut of his new Fiat altered in 1973

BELOW: Taylor's first race car was this ex-Greg Goddard, ex-Eddie Thomas rail, built in 1959. It was already out of date when he bought it for \$300 in 1967





Taylor in the seat of his Corvette Funny Car. It was a long way from the haphazard days of his first Fiat altered



As an altered, the car ran a best of 8.89 and 169mph in April 1974, before Taylor made the switch to Funny Cars with a Capri bodyshell and the backing of Winston tobacco. This was at a time when the nitro-fuelled floppers had gained their own official bracket and several cigarette brands were testing the waters, following the high-profile support from Rothmans through one of their brands.

After adjusting for the changes with the new skin – lowering the rear and raising the front so Taylor could see all the Christmas tree lights – the Capri began to improve, dropping to an 8.23 and upping the top end to 184mph. Taylor claimed runner-up in Funny Car at the 1975 Nationals, but in May 1976 his charmed life on the edge came unstuck.

Competing at Oran Park's second drag race meeting, run along the main straight of the Sydney race circuit, Taylor's 'chute failed to deploy. If it had happened at the meeting before, it would have been disastrous, as at the end of the limited braking area was a concrete wall running around a tight corner. This had been remedied by placing a gap in the wall, allowing cars to continue on straight ahead, which Taylor did, except that the additional dirt run-off was still fairly limited and at the end of that was a sharp drop into a cattleyard made from sheets of steel. The consequence was a badly torn-up Capri and

the decision that this drag racing was just a little too dangerous. Taylor called it quits.

And so it remained until Sydney got a new drag racing venue at Eastern Creek. It seemed Australian drag racing's time had come – there were big turnouts across the country, new cars were being built, records being broken.

HE'LL BE REMEMBERED FOR PUSHING HIMSELF TO THE LIMIT, USUALLY WITH A GRIN ACROSS HIS FACE

Taylor went to the States in 1992 and returned with a Corvette Funny Car with a 496 KB Hemi. The set-up was for an alcohol operation, avoiding the excesses of nitro consumption in what looked to be a more affordable bracket.

Over the next four years he toured all the major meets and venues along the east coast, knocking his performances down into the mid-sixes, occasionally running just a small percentage of

pop when there was a gap in a nitro field and he could pick up a better payout for running in the feature bracket.

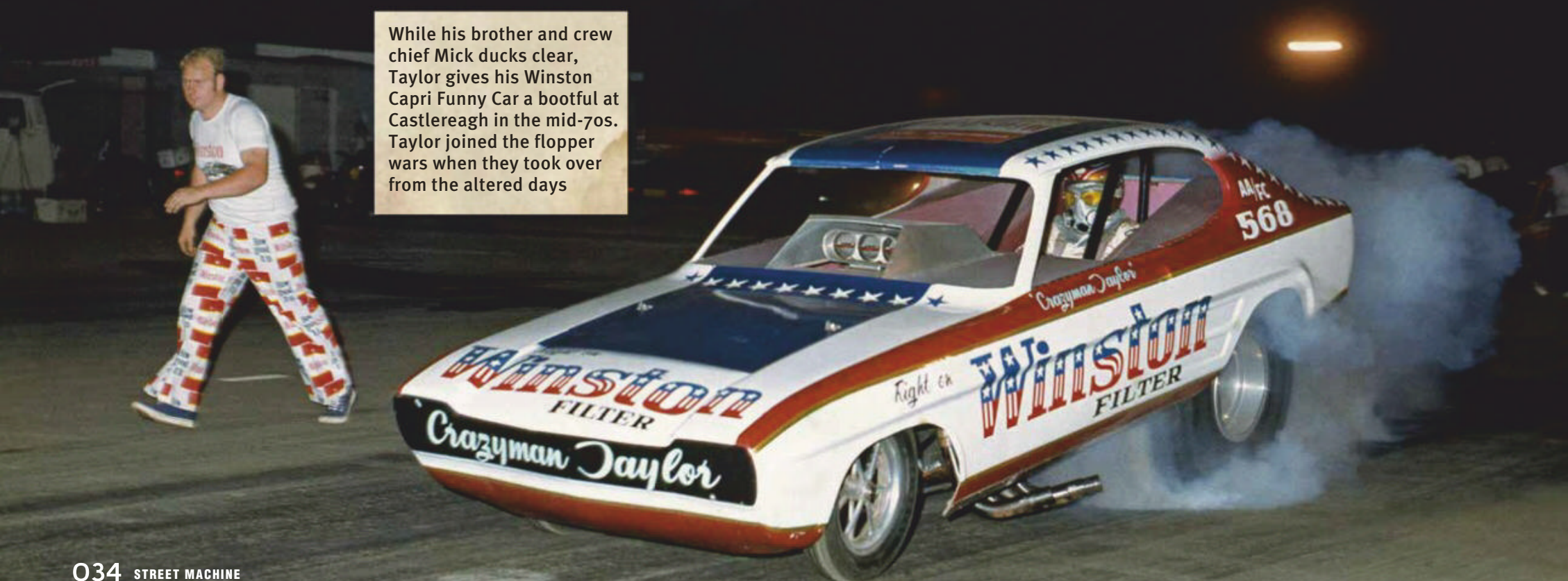
For Taylor it was often about the money. Some racers seem to accept that you're unlikely to go racing and show a profit, let alone pay your bills, while some argue that it's the racers who draw in the crowds and therefore deserve some reward. Any conversation with The Crazyman was going to run that line.

In a 1972 interview, Taylor said: "Look, some promoters still don't know what a good show is. That's where the money's got to go. Never mind flash strip facilities first, spend the money on bringing out the big names to race. People come out to see drag racing for the personalities, not only the cars; they want to see the stars run."

John 'The Crazyman' Taylor was a unique figure in the Australian drag racing firmament. He'll be remembered not only for his determination and strongly held opinions but also for his willingness to push himself and his parts to the limit, usually with a grin across his face and a belief that it would all be good in the end.

Unfortunately, the end came on 7 September 2019, when Taylor passed away due to long-held diabetes. A resident of Temora for a number of years, Taylor never married and left no immediate relatives, his brother Mick having passed over a decade ago. 🪦

John Taylor



While his brother and crew chief Mick ducks clear, Taylor gives his Winston Capri Funny Car a bootful at Castlereagh in the mid-70s. Taylor joined the flopper wars when they took over from the altered days



Tyre Tips: TRACK DAYS!

IF YOU'RE one of the many Australians who own a new sports car, you should consider taking it to a racetrack. The track is not as intimidating as you might think. Not only is it the perfect environment to safely drive your car faster, but it's also where you come to appreciate a good set of tyres.

As well as being fantastic fun, the Chevrolet Camaro ZL1 is one such car that comes alive on the track, thanks in large part to its high-performance tyres. The ZL1's Continental SportContact 5P tyres deliver exceptional performance on the road, and though they're not track-specific tyres, they are more than capable of providing some fast fun.

If you do plan on taking your sports car to a track day, there are things you should know to get the most out of your tyres.

- Take a pressure gauge with you. As

tyres heat up, the air expands and tyre pressure will increase. You'll need to let out some air, adjusting the pressures back down to what the placard recommends.

- After a few sessions, it also pays to rotate the wheels to even out tyre wear, as some tracks will work a particular tyre harder than others.
- Bonus points if you have a proper hydraulic jack, axle stands, wheel chocks and electric rattle gun.

Follow these guidelines and you will radically extend the life of your tyres on track. Do them right, and you could get multiple track days from the same set of tyres – and a lot more mileage on the road. After having sampled something like the ZL1 on a track, with a decent set of rubber, you'll be back for more!



CREATING HAVOC





STORY CRAIG PARKER PHOTOS CHRIS THOROGOOD

**ROB ZAHABI'S INCREDIBLE 'HAVOC'
DODGE CHALLENGER WAS BUILT
TO TAKE ON THE WORLD**

HAVING created quite a buzz in the USA with his previous two builds – KAMARO (SM, Sep '10) and KAM NOVA (SM, Nov '14) – Rob Zahabi of Rides By Kam wanted to go next-level with his new build.

“My Camaro and Nova attracted plenty of attention in the US,” Rob says, “but judging-wise they were never in outright contention. Competing against the big guns in the US taught me that you get points for custom one-off stuff. The harder something is to do, the more they reward you. Using off-the-shelf stuff costs you points.”

All of which made the build strategy for this incredible 1970 Dodge Challenger very clear:

in the same container with the car back to Australia. Once the Challenger was nestled safely at Rides By Kam's Gold Coast HQ, the design phase started in earnest. “I like to draw everything out,” Rob says. “It helps me visualise how it will look.”

Once the design was defined, the Challenger was welded to a rigid frame and fully braced to keep everything square while it was completely gutted. “There was nothing left. It was like the shell of a remote-control car!”

New inner sills were cut from 3mm plate and welded into place. This had to be done very precisely, as these reinforcing plates serve as the main attachment to the new Roadster Shop chassis – it's now all one piece.

slice his '70 Challenger from tip to stern before painstakingly hand-making and welding in new filler pieces to form a completely new hipline.

To unclutter the nose area, the original pressed mouldings around the headlights and across the front of the bonnet were recreated in steel.

“I designed the billet grille, headlight surrounds and tail-lights, then had them machined from solid billet. I just sent them a few hand drawings and they went from there.

“The headlight surrounds are actually the second set, as I didn't like my first design. They incorporate the projector lamps out of the current-model Dodge Demon. I wanted the car to look as if it was built today, which

THE HARDER SOMETHING IS TO DO, THE MORE THEY REWARD YOU. USING OFF-THE-SHELF STUFF COSTS YOU POINTS

change as much as possible, custom-make as much as possible, and limit the use of ready-to-go stuff.

Even touring the US with KAM NOVA, Rob was already planning this build, with scouts out looking for a suitable donor.

As fate would have it, a clean 1970 Challenger popped up just days after KAM NOVA sold at auction at Barrett-Jackson Scottsdale for a spectacular US\$220,000. Time to go shopping!

Myriad parts were secured and shipped

“From the outset, I wanted IRS,” Rob says. “I told The Roadster Shop it needed to handle 2000hp and how wide it needed to be. They custom-made the whole thing for us. It fit millimetre-perfect when we slid it into place – they did a great job.”

Rob is adamant that the key to wins like that is cubic hours planning out all the tricky stuff from day one.

The all-new hipline is a case in point. Preferring the sharp, chiselled lines of his 2015 Dodge Challenger, Rob decided to

is why I incorporated the current-style hipline and projector lamps.”

This obsession with modifying everything possible even extended to the American Legend Blackhawk wheels. These three-piece, forged-billet beauties were completely dismantled, painted, reassembled and fitted with custom-engraved centre caps.

You'll note the HAVOC logo is present throughout the vehicle, with many of the logos illuminated via LED back-lighting.

Oddly, HAVOC's overall colour scheme was



BRAKES: Along with the American Legend Blackhawk wheels, the six-piston Baer calipers were engraved with HAVOC logos





UNDERCARRIAGE: Every single component that bolts on, whether that be the engine, driveline or suspension, is finished in gloss, which has then been wet-rubbed and buffed



STANCE: The one-off Roadster Shop chassis features a double A-arm front (based around C6 Corvette uprights) with a NASCAR-spec power rack. In the rear is a narrower version of The Roadster Shop's Fast Track IRS. Billet ShockWaves at each corner drop HAVOC flat on the deck



ENGINE: Note the significantly set-back engine location, along with the custom billet coil covers, which bolt directly atop the original Hemi rocker covers to hide the plug leads. The blower is driven straight off the crank

BODY: As well as looking hell-cool, the dimples punched into many of the panels serve a secondary purpose, giving the panels rigidity to hold their shape



VIVA LAS VEGAS!

HAVOC was a massive hit at SEMA 2019 in Las Vegas. Having been invited to be the showcase vehicle on the Meguiar's stand, it drew plenty of attention and accolades. It made the Battle Of The Builders final 15 in its category, was a Goodguys Gold Award finalist and a Best On Roadster Shop finalist, and Baer Brakes gave it the SEMA Show Stopper Award. Baer only gives out one award at SEMA, and despite HAVOC's brake calipers being minus the Baer logo and there being hundreds of other mental Baer-equipped cars to choose from, the company still chose the Challenger – it made that big an impact on them!



essentially determined by the wheels. "I wanted orange hoops. It's the same burnt orange as Miranda Built used on Steve Tornari's '67 Nova – they even gave me the paint code!"

Those orange rims subsequently locked in the colour of the engine bay accents, pinstriping, instrument lighting and interior leather. Flow and continuity are ultra-important in this build.

Despite Rob's many years as a high-end motor trimmer (he trimmed *Street Machine's* Southern Comfort Cruiser giveaway car, for example), HAVOC's interior was the biggest

Unlike a normal interior, with HAVOC being mostly steel there was nowhere to hide anything. Then there were all the interior panels – stuff like the rear tubs, front and rear firewall, and the sections of the floor that can be seen from both sides. Each side had to as perfect as the other. Apparently it was a nightmare!

With HAVOC's belly-scraping ride height, both the engine and rear end had to be raised up quite high, which in turn made for a mega-tall tunnel. So Andy from Rides By Kam came up with the novel idea of running the

When it comes to HAVOC's exterior, it's easier to point out what hasn't been modified: the centre of the turret – that's it! Everything else has been smoothed, tucked and sharpened. While it's still obviously a '70 Dodge Challenger, it almost looks like it's carved from one solid block.

The glass is all brand-new factory stuff, around which the rest of the car was built. The body contours had to be altered in a number of areas to suit the curvature of the glass, as normally the chrome moulds hide their differing shapes.

WHILE IT'S STILL OBVIOUSLY A '70 DODGE CHALLENGER, IT ALMOST LOOKS LIKE IT'S CARVED FROM ONE SOLID BLOCK

challenge of all. That's because it's mostly fabricated from steel, broken only by a few diamond-stitched leather inserts.

"The hoodlining is all one piece that flows down into the sides and wheel tubs," Rob explains. "It was very tough – welding upside down, sparks falling in your face, your head getting burnt."

tailshaft through a floating tube – there's a gap underneath it to the floor. As cool as this is, it made mounting the tailshaft a real challenge. The panelwork and truss structure immediately behind the front seats unbolt, which allowed the tailshaft to sit inside the floating tube and the entire structure then bolted back into place. Very trick indeed.

The 572-cube Hemi was another piece built before the car left the US.

"Through modifying my 2015 Challenger, I'd made a number of connections at The Mopar Shop," Rob says. "I contacted them about building me a big-cube Hemi. Jake from Jake's Performance gave them all the necessary specs, and Stanton Racing Engines (the same

BODY: The one-off grille, headlight assemblies, bonnet bulge and Camaro driving lights in a custom-made valance are all RBK-designed. To get the bumpers completely flush, they were narrowed and recessed back into the body



guys who build Mopar's NASCAR engines) built it specially for us."

Only a few minor things needed to be changed to accommodate the crank-driven F3 ProCharger, which Jake added Down Under.

"Our goal was to build a car that's great to drive, so we didn't compromise on the functionality or engineering side of things for the sake of looks – all of which took a lot of figuring out. This is why we only aimed for around 1500hp, even though it came out a bit better than that."

the real one out of rolled, bent and folded aluminium. It incorporates a gaping 120mm throttlebody and monstrous 2200cc injectors.

To make it all happily run on pump fuel, Jake tuned it to perfection via a Link G4 ECU.

Note the lack of rubber coolant hoses too; instead they're all made from rigid pipe connected by high-end Wiggins clamps. They're the same featherweight beauties the V8 Supercars brigade use, and they cost a couple of hundred bucks each! With no flexible hoses, there was no room for error; every pipe

the fabrication, wiring, mechanical stuff and bodywork in our shop, including spline-finishing every panel, plus painting all the interior, engine bay and underbody matte clear. Along with all the driveline and hundreds of bolt-on parts.

"I got Carmine to lay on the PPG Charley Hutton Slanted Brown to the exterior shell, as I needed a break from the car. When it came back, the RBK crew were fresh for the final push to make The Great Meguiar's Uncover at Summernats 32." HAVOC won a host of awards there, including Top Judged Elite.

OUR GOAL WAS TO BUILD A CAR THAT'S GREAT TO DRIVE, SO WE DIDN'T COMPROMISE FOR THE SAKE OF LOOKS

The F3 is good for 2500hp, so it's barely breaking a sweat. And, despite the engine being well back, finding enough space for the twin PWR radiators (each with twin SPAL fans) and PWR intercooler was still a head-scratcher.

Those familiar with KAMARO and KAM NOVA will note the recurring supercharger theme. "I love the instant power of them," Rob says, "which we teamed up with EFI."

After mocking-up the custom intake using cardboard, Rob dragged out his TIG to make

had to line up and fit together perfectly.

"The Yanks love stick-shift cars, so that's what we gave them," Rob says. "Mopar stuff can be a bit tricky; here again The Mopar Shop organised the high-horsepower T56 Magnum gearbox and Quick Time bellhousing."

Despite the massive amount of fabrication and detailing, HAVOC was built in a bit over three years, with Rob estimating it consumed around 10,000 hours.

"The only time it left our shop was to go to CAD Custom in Melbourne. We did all

Despite the bulk time spent on building HAVOC, it was done primarily after hours.

"We were still working regular shop hours, still doing customer cars," Rob explains. "Every morning, every afternoon, every weekend."

"Still, I wouldn't have been able to do it without massive help from my sons, Mitchell, Cooper and Tyler, along with Andrew Maybury and Craig Bulmer. Plus, of course, my wife Tricia for being so supportive of my automotive passion. And I can't forget the public for backing our builds." ■



INTERIOR: The all-metal dash started as nothing more than curved bits of rod hanging in free space and was then slowly filled in, then adorned with a Dakota Digital dash. As well as the Ridetech airbags, the iPad also controls the interior lighting and stereo – it even receives Rob's emails and messages!



ROB ZAHABI **1970 DODGE** **CHALLENGER**

Paint: PPG Charley Hutton Slanted Brown

ENGINE

Brand: 572 Dodge Hemi
Induction: Rides By Kam
Blower: F3 ProCharger
Heads: Mopar
Throttlebody: 120mm
ECU: Link G4
Injectors: 2200cc

Camshaft: Mopar
Lifters: Mopar
Pistons: Diamond 10.0:1 forged
Crank: Scat 4240 forged
Oil pump: Milodon high-volume
Fuel system: Walbro 460 (x3)
Cooling: PWR radiator, SPAL fans
Exhaust: 2in headers, 4.5in system
Ignition: ICE

DRIVELINE

Gearbox: Magnum T56 six-speed
Clutch: Twin-plate ceramic
Diff: Roadster Shop 9in
Tailshaft: 1350 unis with Strange yoke

CHASSIS & BRAKES

Front: Roadster Shop double A-arm, billet ShockWaves
Rear: Roadster Shop IRS,

billet ShockWaves
Steering rack: NASCAR power rack-and-pinion
Brakes: Baer six-piston calipers, 15in rotors (f & r)
Master cylinder: Wilwood

INTERIOR

Seats: VF Commodore
Trim: Mostly painted steel
Steering wheel: Billet Specialties
Instruments: Dakota Digital

Shifter: Ringbrothers
Tunes: Fusion and Pioneer

WHEELS & TYRES

Rims: American Legend Blackhawk; 20x8 (f), 20x15 (r)
Rubber: Kumho 225/30R20 (f), M/T SR 31x18x20 (r)

THANKS

3M (body prep materials); PPG (paint); PWR

(coolers); Meguiar's (polishing/detailing products); American Legend Wheels; The Roadster Shop; Dave Kindig; Scott's Hotrods; Greening Auto Company; Jack Methner (sourcing donor car); Jake's Performance; The Mopar Shop; Ringbrothers; Ridetech; Dakota Digital; Charley Hutton; Billet Automotive Buttons



STORY IAIN KELLY
PHOTOS CHRIS THOROGOOD

CLEAN



LIVING

**NIKO PROMMNITZ'S 780HP HK MONARO PROVES
YOU DON'T NEED TO GO BUCK-WILD WITH A CLASSIC DESIGN
TO BUILD A KILLER STREET CAR**



AS THE price of classic tin soars, the chances of finding a good, clean base for a project dives. This means you sometimes have to jump on a car for sale, even if it isn't exactly what you want, so you can beat the hordes of other punters wanting one.

It also means taking a gamble that what you're about to pay a king's ransom for isn't a complete basket case, which is the situation Queenslander Niko Promnitz found himself in while chasing down a boyhood dream after a late-night text message.

"One of my mates sent me a message about an HK Monaro with fresh paint for sale in Ipswich," says Niko. "It was about two-and-a-half years ago when Monaros were going crazy and selling as quick as they became available, so I contacted the bloke to check it out. I made an offer on it and organised to get it back to my workshop."

Unfortunately for Niko, the honeymoon period with his new purchase didn't last long, and he soon realised the fresh paint was hiding some nasty surprises.

"It was 40km back to my shop and the bog started cracking out of the left-rear guard on the tow truck," he sighs. "One of the guys I used to work with told me that if I do a car build I have to take it to this guy Pat in Beaudesert."

This Pat of which Niko's former workmate spoke is, of course, Pat O'Shea, proprietor of top shop Pat's Pro Restos.

"Two-and-a-half years later, I called Pat and he came out to have a look at the HK, and the rest is history," says Niko. "Pat took it back to his shop to give the body and paintjob a going-over, then sent me photos of bog and rust, 10mm thick in some places, so there was no option but to get in there and fix it properly."



PAT SENT ME PHOTOS OF BOG AND RUST, 10MM THICK IN SOME PLACES,

PAT ANSWER: The two-year build saw Niko busy organising parts, the engine and trim, while Pat's Pro Restos handled the body, paint and reassembly. "Pat and his team did a great job on the build and he was always keeping me up to date with the progress," Niko says





SO THERE WAS NO OPTION BUT TO GET IN THERE AND FIX IT PROPERLY



MIX 'N' MATCH: By not going over the top on the colour and suspension or chassis mods, Niko can easily change the look and feel of his HK. "It is only a bonnet, mild motor and a new set of wheels away from looking like a clean, stock Monaro," he says. "I even have a set of Convo Pros here if I want to change the look up"

ENGINE: Niko's Monaro has no problems with motivation thanks to 780 horses' worth of small-block Chev up front. Built by Toca Performance, the 426ci mill packs Scat 4340 rods and crank and custom JE pistons in the bottom end, topped by Brodix 13-degree heads and manifold and a billet JE carburettor



INTERIOR: Southside Motor Trimmers handled the interior, which was done in simple classic style. "I didn't want to go crazy inside, and I think the only thing that isn't original-looking is the tach and B&M shifter," says Niko

BENEATH: Wilwood four-piston calipers clamp disc brakes at all

four corners, supplied with fluid from a matching Wilwood master cylinder. The Monaro rides on a McDonald Bros front end, ditching the stock box for a rack-and-pinion set-up, and swapping stamped steel control arms for tubular items. The suspension was set up and wheel-aligned by Suspension Dynamics in Capalaba





Along with replacing the floorpans and bottoms of the guards, Niko's Monaro also needed a new left-rear chassis rail, and it was this repair that really set the ball rolling for the comprehensive birthday it ended up enjoying.

"Pat recommended sandblasting the shell, as he reckons most Monaros are like this after 50 years," Niko says. "He replaced the rail and mini-tubbed it utilising parts of the factory inner wheelarch so it still has that original look. There was so much panelwork throughout the whole build!"

The engine bay was smoothed out, with the drip rail along the top edge of the firewall shaved off, while the rest of the panels were massaged to the point of perfection. But when it came time for paint, Niko hit a roadblock.

"Initially I wanted to do it Silver Mink, but the original colour of the car was Ermine White," he says. "I procrastinated when it came to colour and I'm so glad I went with white as it looks so clean and clinical. It shows off the HK's lines and showcases how good the bodywork is."

One notable change from stock is the bonnet, which was needed to clear the 426ci small-block that Tony from Toca Performance screwed together for the HK.

"The way Pat's incorporated the four-inch steel reverse-cowl, blending it into the factory lines and shape, makes it perfect," says Niko. "I sat down with Tony from Toca and discussed what I wanted. Originally I planned to go with a hydraulic-roller cam set-up, but with guidance from Tony, we opted for the solid-roller and he then came up with a combo he knew would be reliable but also make great power."

The stout solid-roller 426ci small-block Chev packs custom JE pistons and Scat 4340 rods and crank. Crower Severe-Duty lifters push beefy Trend $\frac{3}{8}$ -inch pushrods in the custom-ported Brodix 13-degree heads,

I'M SO GLAD I WENT WITH WHITE AS IT LOOKS SO CLEAN AND CLINICAL. IT SHOWS OFF THE HK'S LINES AND SHOWCASES HOW GOOD THE BODYWORK IS



QUALITY OUTCOME: "I'd been looking for a Monaro for a while, but I wanted to buy one ready to go," says Niko. "I knew I'd end up starting over with or modifying whatever I bought anyway. This car was more of a roller when I bought it, but I'm glad I went with it this way as it's come out how I wanted"



topped by a port-matched Brodix intake manifold that wears a billet JE carb on top.

An MSD distributor fires the 98RON fuel supplied by an Aeromotive in-tank pump, while dual 12-inch SPAL thermo fans keep things cool. Spent gasses exit through a custom stainless twin exhaust system with MagnaFlow mufflers keeping a lid on the decibels.

All up, the big-inch mouse motor turns a heavy-duty 780hp on pump fuel, spinning a 5500rpm converter and manualised TH350, while a shortened sheet-metal nine-inch diff filled with 3.9 gears and 35-spline axles is kept in place with a CalTracs mono-leaf rear end and AFCO shocks. Weld AlumaStar 15x9-inch wheels with beefy 295-wide ET Streets paint the black lines.

The HK's clean build style and excellent sense of balance between stock and modified impressed judges at both MotorEx and the Queensland Hot Rod & Street Machine Spectacular. The Monaro took out a silver award for paint and bronze in bodywork in Melbourne, before snaring Top Street Machine, Best Standard Paint, Top Two-Door 1949-70, and a spot in the Top 10 at Brisbane. Niko, understandably, is chuffed.

"I always wanted a tough HK, and when I first saw the car completed I couldn't believe it was mine," he says. "I just want to drive it now; that's what I built it for!"

NIKO PROMMNITZ 1968 HOLDEN HK MONARO GTS

Paint: Glasurit Ermine White

ENGINE

Brand: Chev 426ci small-block
Induction: Brodix 13-degree
Carb: JE billet
Heads: Brodix 13-degree
Camshaft: Custom Comp solid-roller
Conrods: Scat 4340 H-beam
Pistons: Custom JE
Crank: Scat 4340
Oil pump: Moroso
Fuel system: Aeromotive in-tank pump
Cooling: 12in SPAL fans
Exhaust: Custom headers and system, MagnaFlow mufflers
Ignition: MSD 6AL

TRANSMISSION

Gearbox: TH350 three-speed auto

Converter: 5500rpm
Diff: Sheet-metal 9in, 3.9:1 gears,
35-spline Strange Engineering axles

SUSPENSION & BRAKES

Front: McDonald Bros coil-overs
Rear: AFCO shocks, CalTracs
mono-leaf
Brakes: Wilwood discs and four-
pistons calipers (f & r)
Master cylinder: Wilwood

WHEELS & TYRES

Rims: Weld AlumaStar; 17x4.5 (f),
15x9 (r)
Rubber: Mickey Thompson;
front-runner 26x6.00 (f), ET Street
295/55 (r)

THANKS

Pat's Pro Restos; Extreme Custom
Engineering; Dash Original; Toca
Performance; Bellarine Classic Auto
Restorations; Suspension Dynamics

**THE WAY PAT'S INCORPORATED THE FOUR-INCH STEEL REVERSE-COWL,
BLENDING IT INTO THE FACTORY LINES AND SHAPE, MAKES IT PERFECT**



HIT THE STRIP: "Now the car is done I want to enjoy it and drive it, and definitely send it down the strip a few times," says Niko. "I will have to see if I can keep it above a 10.5, as it isn't 'caged and I don't want to put one in and wreck all the hard work in there"



Formerly

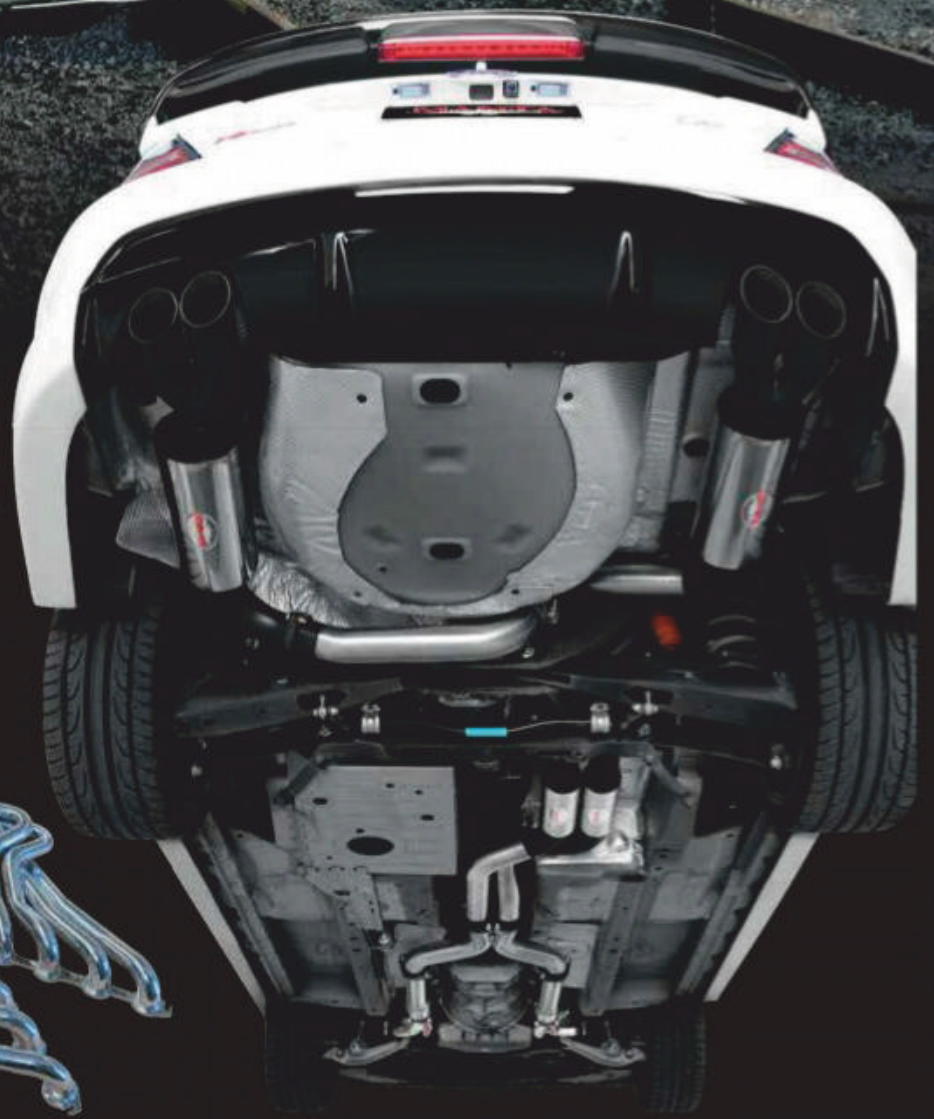
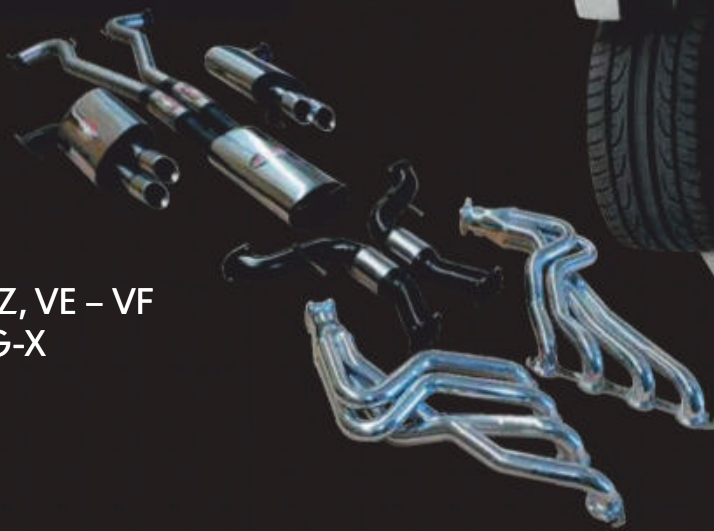


PROUDLY
AUSTRALIAN
MADE

We are proud to announce that MPI Automotive Pty Ltd has taken over the **Difilippo Performance Exhaust** product range and manufacturing facility in Melton VIC.

OUR RANGE NOW COVERS:

- » Commodore: VL, VN – VS, VT – VZ, VE – VF
- » Falcon: EA – EF, AU, BA, BF, FG, FG-X
- » Mustang: 2005 – Current
- » Camaro: Coming Soon
- » Jeep SRT
- » Chrysler 300C
- » Headers for Holden HQ
- WB LS1 and 5.0L Conversion...and more!



1300 948 600

mantapro.com.au

102 High St, Melton Victoria 3337

Distributed By



STORY CARLY DALE PHOTOS CHRIS THOROGOOD

CHOPPED REBORN

BACK FROM HIATUS, CHOPPED
ENTERED THE ASPHALT ERA WITH PLENTY OF
SMOKY OLD-SCHOOL RACING ACTION





CHOPPED REBORN



Dubbed 'Locomotion', this CF Bedford is a true survivor and a *Custom Vans & Trucks* #26 cover car. Pablo and Sarah are the current custodians. They have begun resurrecting the shaggin' wagon and plan on keeping it real, with the pair camping out of the Betty for the duration of Chopped

A STAUNCH 60s-style gasser roars to life before lurching into first to noisily idle its way to the startline, leaving a dust haze from the uncorked headers in its wake. Hundreds of eyes eagerly follow its course, hungry for the anticipated display. Quickly, the lumpy idle becomes a bellowing roar as the tyres blaze into plumes of burning rubber. Backing up over the twin blacks that've just been created, the driver and wide-eyed passenger prepare for the launch before slingshotting off the line.

Welcome to the reborn Chopped – 'The Asphalt Era'! After a two-year hiatus, Chopped was back at the new venue of Maryborough Harness Racing Club in Carisbrook with its focus shifted from dirt and mud to tarmac and tyre smoke. Any entered car or bike that met the pre-'65 or invited criteria, with a helmet-wearing driver, could send it down the blacktop as many times as they liked!

"It's so much better than the dirt drags," organiser Ryan Ford beamed as we stood at the startline while Richard Townsend's show-and-go 60s-style gasser roared off into the distance. Richard used the opportunity for a bit of seat time, as did the drag-spec 'Tall 28' Model T pick-up, which passed countless test launches.

Most others were just there for a good time, and whether their rides moved to 'banger power or blown big-blocks, every racer sported a huge grin as they glided into the return road. Each one enjoyed the opportunity to fang their rides for the pure enjoyment of it – without being reprimanded. Many entrants were cutting laps like it was five minutes before closing time, creating an entertaining moving spectacle.



01 One of the coolest rides at Chopped was this '63 Dodge Phoenix gasser owned by Jesse Bourke. Powered by a 454ci big-block Chev sporting a 6/71 blower, it has 630hp at the flywheel and has run a PB of 11.03sec

02 There's something quite remarkable about witnessing a 50s dragster run on a country road, and Cameron Harris was the bloke ballsy enough to do it. "It turned the tyres the whole way, and I even got it on a 45-degree angle at one stage and was looking at the hay bales. I was steering it every pass," Cam said

03 "It's a tribute to Bob Estes who was an IndyCar builder," said John 'Nugget' Rice of his '27 T roadster on '32 rails. "Bob's was a dirt track car, which was the origins of the modern-day Sprintcars." And it's the real deal, with a 24-stud flathead mated with a Saginaw four-speed, '48 banjo diff and rounded off with '48 juice brakes



> Richard Townsend piloted his show-style 60s-inspired gasser on its first track blat, proving that the '33 Chev two-door sedan is not just a pretty face. The 400ci had so much more left in it too, so Richard's keen to get it to a Nostalgia event to run a time

< Deniliquin local Stephen Beckwith nicked the keys to his daughter Rhiannon Hayes's EJ wagon to cut a shed-ton of track laps and enough skids to keep a tyre shop in business. Under the hood is a stout 383-cuber paired with a Powerglide and 9in rear



ANY ENTERED CAR OR BIKE THAT MET THE PRE-'65 OR INVITED CRITERIA, WITH A HELMET-WEARING DRIVER, COULD SEND IT DOWN THE BLACKTOP AS MANY TIMES AS THEY LIKED!





^

Petey Freestone fashioned his 'Bosstin' gasser with an Austin A50 ute from Gumtree popped onto a home-built chassis and a stout 421ci Pontiac engine up front. "I started building it for Chopped 2017, which didn't happen, so then got back into it and finished in time for Throttle Stomp. I wanted to emulate what they built in the 60s," Petey said

Chopped has its roots in the traditional rod and custom scene, with a no-billet policy enforced. Amongst the throng of machinery was a handful of purpose-built Rattletrap and Throttle Stomp cars, with a nitro-burning blown Hemi '34 Ford coupe thrown in for good measure.

Set beside the racing strip was the camping and show area, while a short walk away sat the Tiki Palace surrounded by mood lighting, Chopped-style palm trees, food stalls, vendors and the band stage. Sunshine Coast punk rockers The Chats headlined on Friday night, while boogie-worthy Japanese pop rockers The 5.6.7.8s were a fitting finale on Saturday night. Tunes continued on the legendary Wolfman Bedford as he cruised the band-filled ute throughout the grounds to entertain the crowd with a moving feast of alternating musicians during the daylight hours.

A wander through the maze of cornered-off campsites was a must to take in the range of tasty machinery hidden amongst the campgrounds. Scattered throughout were rod and custom clubs who'd journeyed to Carisbrook together and proudly displayed their logo-emblazoned signs and banners across their cars or tents.

We did the same, making the journey across from Radelaide with a bunch of mates and Monarch Hot Rod Club members, and man, we had a hell of a good time. From laughing around the campfire to the adrenaline-filled excitement of being a passenger in the 'Bad Apple' gasser and everything in between, Chopped 2019 will go down as one of my favourite events – ever.

- 01 Another neat traditional hot rod that is equally at home on the sandy beaches of Rattletrap as it is on the blacktop of Chopped is Shaun Canavan's unchopped A coupe
- 02 Drag Challenge 2018 entrant Simon Jones used the track time to take mates – including visiting German hot rodder Thomas – for flying rides in his 347ci Windsor-powered, '41-fronted '37 Willys roadster, before parking up and settling down with a few coldies to watch from the sidelines
- 03 18-year-old Wyatt Cronin was recently gifted his grandfather's '61 Studebaker and figured it needed a Chopped debut. "It'd been sitting for 47 years; this is its first time out," Wyatt said. The trans lost drive but it was soon swapped out, allowing Wyatt to run countless passes with the 259ci Stude V8, even whipping up a few nod-worthy skids



>

Lyndon Grant's '28 roadster atop a '30 chassis was first built for Rattletrap 2018 and did remarkably well on the blacktop. The 'banger-powered, '30-fronted jalopy didn't skip a beat all weekend and produced its fair share of tyre smoke. "I added new plugs, leads and coil and it's the best it's ever gone," Lyndon said



<

Brent Maltby's modest and charismatic AP5 gasser sports a stock 318ci, proving that you can have a grouse time while looking the goods without breaking the bank





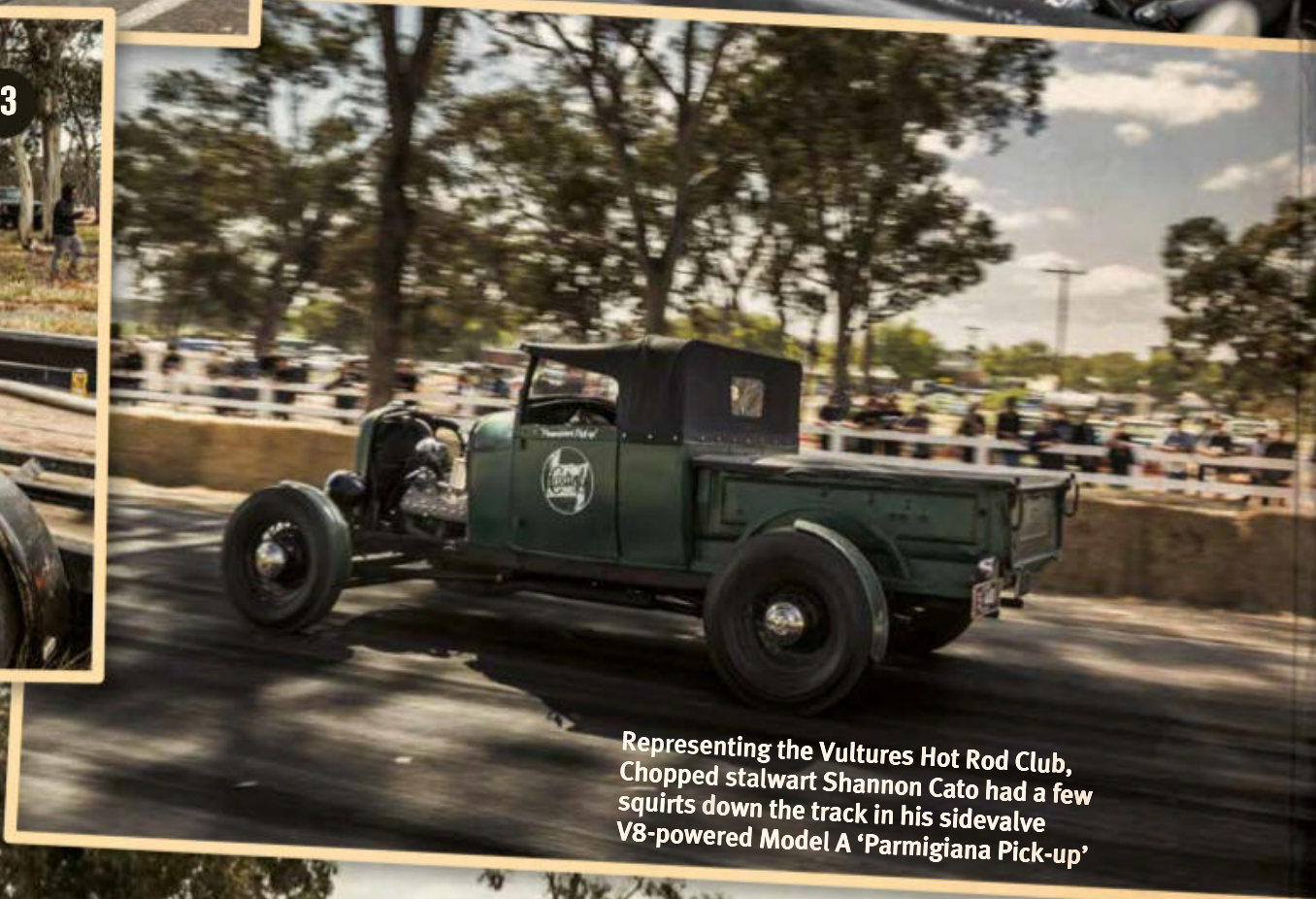
01



02



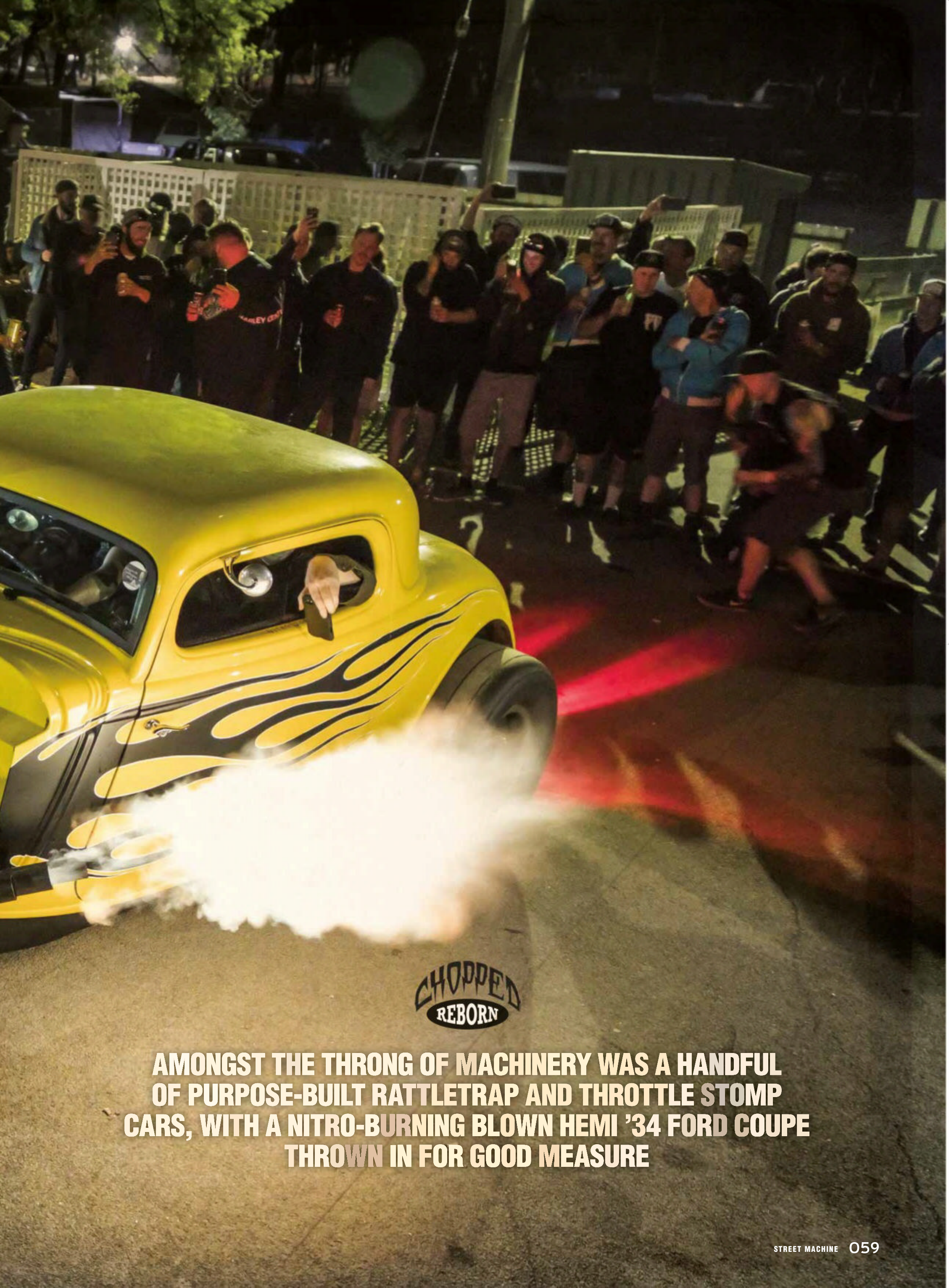
03



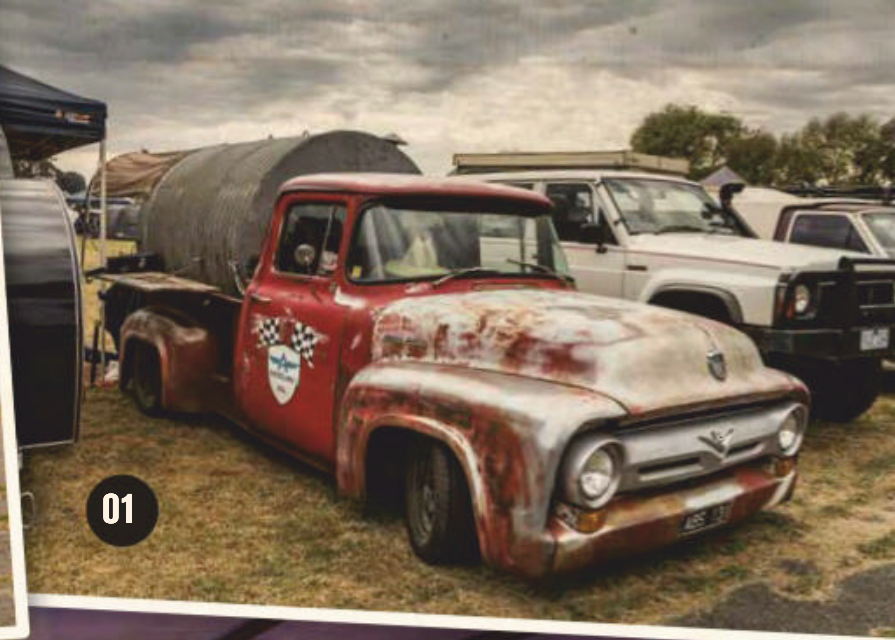
Representing the Vultures Hot Rod Club, Chopped stalwart Shannon Cato had a few squirts down the track in his sidevalve V8-powered Model A 'Parmigiana Pick-up'







**AMONGST THE THRONG OF MACHINERY WAS A HANDFUL
OF PURPOSE-BUILT RATTLETRAP AND THROTTLE STOMP
CARS, WITH A NITRO-BURNING BLOWN HEMI '34 FORD COUPE
THROWN IN FOR GOOD MEASURE**



01

AJ's carby-fed, LS-powered '51 Chevy gasser named 'Tetanus Shot' is backed by a six-speed manual and a Ford 'Exploder' rear end. "I finished putting the new motor in at 8am on Friday," AJ said. "It was going good but then fouled the plugs Saturday arvo. I've just put new plugs in and am about to give it another run"

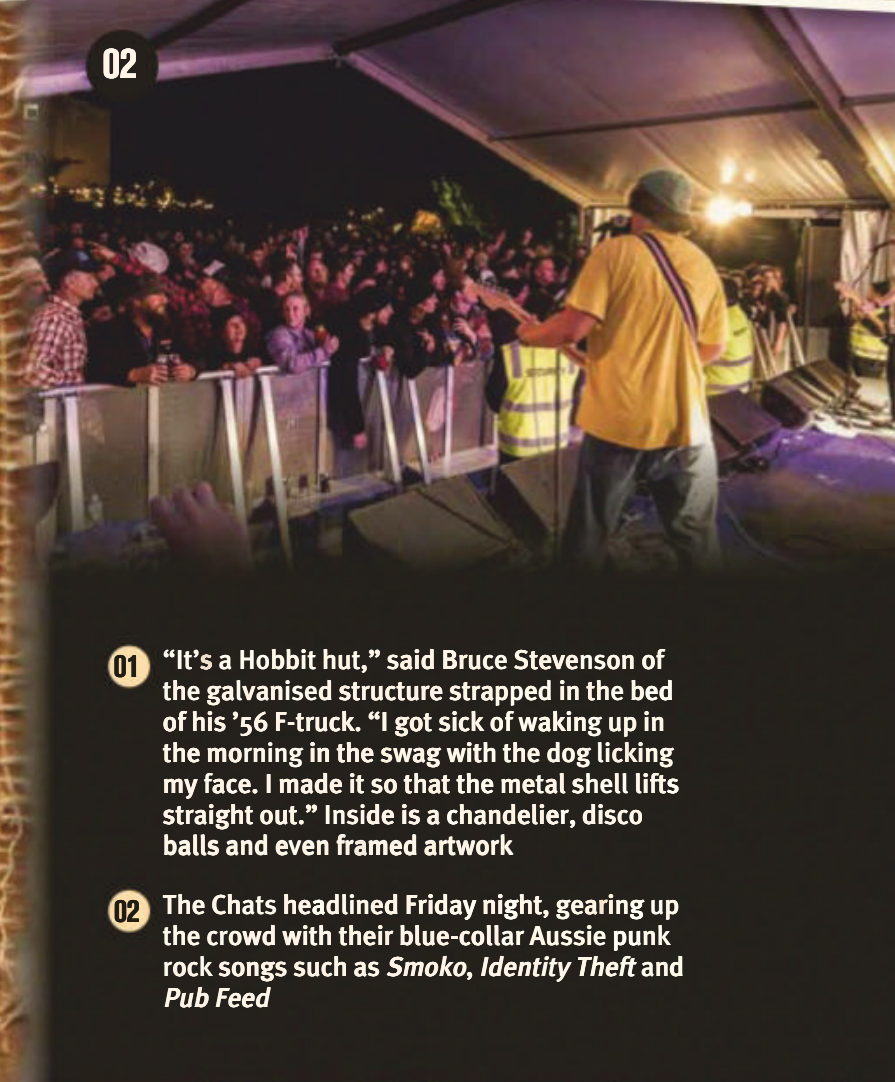
Undoubtedly, the Chopped crew know how to generate the right atmosphere – everyone fully enjoyed what was on offer without making a dick of themselves. Whether you were hanging with a bunch of mates or chilling with your family, there remained a casual ambiance mixed with the excitement of roaring V8s, sweet cruisers and neat bobbers and choppers.

Chatting with Kyle and Ryan Ford on Sunday evening, they both humbly agreed that the fantastic vibe was thanks to the entrants and volunteers. I do agree that it's the people who rock up that make an event, but more so it's the visionaries and folks such as the Fords, their extended families and willing mates who come together and get this done. Thanks, legends! We'll definitely be back for Chopped 2020. ■



V

"It's run 8.44sec on the eighth – not bad for a two-tonne truck – and that was with the old motor," said Chris Howell of his loud and obnoxious '42 Ford with '46 Mercury trim. "This new motor is a freshly built Olds 431ci with an 850 Holley Demon carb, custom pistons, forged crank and rods," he said. "It all cost too much, as it's not a Chev"



02

01 "It's a Hobbit hut," said Bruce Stevenson of the galvanised structure strapped in the bed of his '56 F-truck. "I got sick of waking up in the morning in the swag with the dog licking my face. I made it so that the metal shell lifts straight out." Inside is a chandelier, disco balls and even framed artwork

02 The Chats headlined Friday night, gearing up the crowd with their blue-collar Aussie punk rock songs such as *Smoko*, *Identity Theft* and *Pub Feed*



MagnaFuel

NEW

PRO TUNER IN-TANK PUMPS

In-tank Pump Kit with Adjustable pickup and stainless filter sock

Same Quality and Reliability Pro Tuners are known for. Proven in NHRA Pro Stock.

MP-4313-BLK - 525
MP-4314-BLK - 625
MP-4315-BLK - 750

**MADE IN
USA**



PRO STAR 500 PUMPS

**NOW AVAILABLE
IN BLACK**



Full range of Magnafuel Pumps and Regulators in stock in BLACK as well as traditional blue/purple.



MOROSO

**OIL PANS, OIL PUMPS, VACUUM PUMPS
BILLET VALVE COVERS, ELECTRIC WATER PUMPS**



MADE IN USA

1,000s of part numbers of
Quality USA-designed and
manufactured components
for performance vehicles

Imported & Distributed By

APD
AUTOMOTIVE PERFORMANCE DISTRIBUTORS

1081 8363 5566
sales@autopd.com.au
www.autopd.com.au

STORY
TAS McMILLAN



PHOTOS
BEN HOSKING

FAT ATTACK!

WHEN JOVAN BATAR REALISED HIS XP PROJECT WAS GOING TO TAKE A FEW YEARS LONGER THAN ANTICIPATED, HE SCREWED TOGETHER THIS **TOUGH XE** TO FEED HIS SPEED BUG





BY CRIKEY, does Jovan Batar's XE cut a mean profile! If you ever needed an illustration of the phrase 'tough streeter', you couldn't go far wrong with a picture of this beastly Ghia. And even though it has a Summernats Top 60 position to its credit, you can rest assured that it's not all show and no go. There's an intriguing and tasty surprise hiding beneath that subtle reverse-cowl.

In order to explain how FATXE came into being, it's best to start with the story of a totally different car. "When I was 16, I got an XP as my first car," Jovan explains. "I took it off the road in 2009 to do a V8 conversion and fit some updated running gear, but I've decided to start from scratch again and aim for the Top 20. A few years ago I had Paul Sant from ProFlo Performance build a tough motor for it, but I didn't want it just sitting around in the XP."

Enter the XE you see before you.

Around the same time, Jovan's good mate Branko Karajcic had sold the mill from his XE Fairmont Ghia FAT451 and the car was gathering dust. A deal was struck, folding stuff changed hands and Jovan dragged the XE home and got to work. Soon the engine and 'box from the XP were mounted in their new home and the car was off to ProFlo for a heap of work, including a new gearbox crossmember and new exhaust. Then it was off to Mick's Motorsport to make that motor sing.

And what a motor it is! You'd be forgiven for expecting a gnarly Clevo or even a pressurised Barra to be crammed between the shock towers,

but this particular Ghia is packing 539rwhp worth of Windsor. Yes, in there you'll find 369 cubic inches of angry short-deck beneath what is arguably one of the maddest-looking intakes ever fitted to a street car.

That beautiful eight-throttle manifold and matching Yates C3 heads were originally fitted to a V8 Supercar, so, as you can imagine, they make for one cranky little street motor. "A guy who worked on these manifolds told me it would be like a light switch, but it's a torquey little motor, so isn't too bad to drive," says Jovan.

Supporting the mental top end is a Dart 8.2-inch deck block containing a Callies crank, Scat H-beam rods and custom Arias pistons. A Custom Camtech solid-roller cam makes the decisions, with Crower lifters, Trend pushrods and T&D roller rockers following its commands. Paul's custom headers have large two-inch pipes that flow into three-inch collectors, and the twin three-inch zorst carries the smelly gasses to the back end.

Behind the Windsor sits a reverse-pattern manualised C4 from Al's Race Glides, with a TCE 5500rpm stally transferring the power. The XE came equipped with a pretty stout rear end set-up already fitted, so Jovan elected not to fiddle with it much. It's the obligatory nine-inch, but this one has been shortened and braced, with 3.9s, a spool and 35-spline axles to handle more than just the odd trip to the shops.

Most of FATXE's bodywork has remained untouched from when Branko built it, though it did need some touch-ups. Anthony Caronna, who originally painted the car, came back to



**UNDER THE BONNET YOU'LL FIND 369 CUBIC INCHES OF ANGRY
SHORT-DECK BENEATH WHAT IS ARGUABLY ONE OF THE
MADDEST-LOOKING INTAKES EVER FITTED TO A STREET CAR**





ENGINE

This is not what you expect to see when you open the bonnet of a tough XE. The short-deck Windsor looks half the size of the usual Clevo, making for much easier header fabrication, no doubt! The dizzy has been replaced with the cam synchroniser from an AU 5L, the LS1 coils are mounted beneath the thermo fans, and you can fit your fist inside the trumpets. "It's pretty out-there and different," Jovan says. "You pop the bonnet and people are like: 'Wow, that's awesome'"



INTERIOR

While it may look pretty close to standard ESP, the cabin has copped some track-oriented engineering. The six-point 'cage' is tucked out of the way in most places, the driver's seat wears a five-point harness, and the accelerator pedal pulls as well as pushes to prevent any stuck-open-throttle disasters. "We were still finishing the trim on the Thursday of Summernats!" Jovan laughs

WHEELS

FATXE's mean persona is exemplified by the Weld Magnums, subtle reverse-cowl and a rake that screams 'quick street car'. The 325s on 12in-wide beadlocks with satin black barrels look positively menacing!

ANTHONY CARONNA, WHO ORIGINALLY PAINTED THE CAR, CAME BACK TO WAVE HIS MAGIC SPRAY GUN OVER THE NEWLY COWLED BONNET AND OTHER AREAS THAT REQUIRED WORK





STARTS WITH >AP

FATXE wouldn't be here without the running gear generously donated by its older stablemate, Jovan's long-term project XP. "After I took the XP off the road in '09 to build it, it bounced around a few workshops," says Jovan. "I had it ready for body and paint

and the motor was all wired in and running, but then I saw all the work going into Top 20 cars so decided to start from scratch and do it properly. It's booked in with ProFlo early next year." The XP's going to be a mad beast, powered by the 461 Paul's

currently building and sitting on an Art Morrison chassis with wide 20s on all four corners. Keep a butcher's out for FATXP in a few years' time!

Aidan's Design & Illustration knocked up this rendering of the XP to help Jovan visualise the finished product.





wave his magic spray gun over the newly cowlled bonnet and other areas that required work.

Then Jovan turned his attention to the cabin. "The interior was the only thing stopping it from getting into the Top 60," he says.

With that goal in mind, the old trim was replaced with brand new ESP Sierra Tan, with a few little touches here and there in the name of performance. A lot of work went in to moving the B&M shifter down so that it sits nicely in the factory gear indicator, and the carbon-fibre Auto Meter Ultra-Lite gauges now reside neatly in a factory fascia.

The boot also copped a visit from the sewing machine, so the fuel cell is now surrounded by soft carpets instead of painted steel.

With the XE neat and the Windsor on song, Jovan entered Summernats 2019 and was

awarded a place in the Top 60 for his trouble.

Since he'd never driven anything faster than the stock XP, a visit to Sydney Dragway and Cootamundra with the XE soon opened Jovan's eyes. "It gripped pretty well on the Street Rs and ran a 10.65@127mph at Coota," he says. "I'm keen to get back to the track. The drag bug bites and you just want to go quicker!"

Both Jovan and the XE are ready to run single-digit passes, so the new 461-cube tall-deck Windsor that Paul's building for it should give them a good nudge. There's even talk of installing some sort of boosted V8 and giving *Street Machine* Drag Challenge a crack.

As for Jovan's annual Summernats pilgrimage, his plans are different this time around. "I don't think I'll enter it in any judging this year; I want to cruise with my mates instead," he says. 🗝️

I'M KEEN TO GET BACK TO THE TRACK. THE DRAG BUG BITES AND YOU JUST WANT TO GO QUICKER!



JOVAN BATAR
1984 FORD XE FAIRMONT GHIA
 Paint: PPG Galaxy Grey

ENGINE

Block: Dart 8.2in deck
Capacity: 369ci
Heads: Yates C3
Induction: V8 Supercar ITBs
Injectors: 525cc
Cam: Camtech custom solid-roller
Lifters: Crower
Conrods: Scat H-beam
Pistons: Arias custom
Crank: Callies
ECU: MoTeC M84
Sump: Moroso
Ignition: LS1 coils
Fuel pump: Holley Dominator
Exhaust: Custom headers into twin 3in

TRANSMISSION

Gearbox: C4, manualised, reverse-pattern
Converter: TCE 5500rpm
Tailshaft: 3.5in chrome-moly
Diff: 9in, spool, 35-spline axles, 3.9:1 gears

SUSPENSION & BRAKES

Springs: Pedders (f), Strange coil-overs (r)
Shocks: Pedders (f), Strange coil-overs (r)
Steering: Standard
Brakes: Wilwood; 6-piston (f), 4-piston (r)
Master cylinder: Wilwood manual

WHEELS & TYRES

Rims: Weld Magnum; 17x4.5 (f), 15x12 (r)
Rubber: Mickey Thompson; 26/6/17 Sportsman SR (f), 325/50/15 Street R (r)

THANKS

Paul from ProFlo Performance; Mark from Ontrak; Mick from Mick's Motorsport; Kit Hunter; the boys at All States Towing; Duke; Trifo; Milomir; Slavko; Mickey; Stojan; Dejan; Vljako

CANNA is THE manufacturer of plant fertilizers and growing mediums, fuel to grow your own.

CANNA

The solution for growth and bloom

FREEDOM TO ACCELERATE GOOD ON YA

Visit us at



www.canna.com.au

STORY & PHOTOS
BEN HOSKING

Improved **PRODUCTION**

**AN AUSSIE CLASSIC COPS A 600RWHP
SUPERCHARGED MAKEOVER FOR THE 21ST CENTURY
WITHOUT LOSING ANY OF ITS 70s IDENTITY**





IFE is full of 'what ifs'. The imagination can run wild with the possibilities of what might have been had circumstances been different at any point in history. What if the 1970s oil crisis or the 'Supercar Scare' had never happened – what would the cars we drive today look like? What if GM's 1990s EV1 electric car hadn't been scuppered by Big Oil? What if Hitler had won WWII?

Or, on a smaller scale, what if Holden could have had access to 21st-century engine design, sophisticated fuel management systems and satellites in the 1970s? Muss Ayri's LX SS hatch could well be the answer to that particular question, although we doubt that was on his mind when he first spied the LX in a friend's shed.

What graces these pages is a restomod in the truest sense. The genuine SS hatch retains its muscle car aesthetic right down to the PPG A9X white paint with blackouts and matching flares. But underneath lives a modern, blown, EFI heart complete with fly-by-wire, and inside you'll find modern conveniences like GPS speedo and high-spec car audio wrapped in period-style clothes. It's the perfect hybrid to make both the old-school crowd and the more forward-thinking chaps smile.

"I find most of my cars through friends," 42-year-old Muss says. "I just saw the car sitting there in his shed and jumped on it. It was in pieces – there were parts everywhere."

Muss is no stranger to building cars. He laughs when we ask how many he has built over the years. "I've had hundreds, man! People often have to remind me about the cars I've had."

Where many seem to stay loyal to a particular make or model, Muss says that he's actually changed sides over recent years, having built a long line of 1970s Falcons in his time. These days, he's all about the Torana. "I was a Ford guy all my life, but about five years ago I just decided I wasn't touching them anymore," he says. "I recently sold another LX hatch that had a twin-turbo

LS in it, running an 8.1sec quarter at 171mph."

Indeed, this latest SS hatch was also destined to be powered by a twin-turbo combo. However, Muss ultimately decided against it, considering the holes he would have had to make in the genuine SS sheet metal. Instead, a chat to the guys at Russo Performance had Muss sold on the idea of the Magnuson Heartbeat 2300 supercharger kit.

In addition to simply looking sexy, the Heartbeat pump has proven itself capable and reliable in all manner of applications, from stockers to race cars – rated 'safe' by Magnuson up to 17psi and boasting cooler intake temps than some of its competition. Just the thing for a weekend warrior that needs to behave when necessary but light 'em up for the boys on demand.

Russo bolted the blower onto a lightly modded six-litre GM L98 that uses its factory rotating assembly – albeit reinforced with ARP fasteners – and fettled the intake and fuel systems with a Russo-spec cam and lifters, Bosch injectors and pump. The combo, including the original fly-by-wire throttle, is controlled by the factory ECU and coils. "The Russo guys don't seem to bother with mods that aren't going to provide decent power gains," Muss says of the OE-spec throttle. "They just told me not to worry about putting anything bigger on there."

It would seem that Russo is onto something there, with the LX making more than 600hp at the treads at just 12psi on 98RON. A switch to E85 (which the car is set up for) would see that figure rise by around another 100hp – but Muss says he just doesn't need it. Plus, PULP is easier to find when out cruising.

The L98 and the TH400 that is bolted to it are cradled by a Curley's tubular IFS front end that uses Viking coil-overs. "It was the first time I used the Curley's front end," Muss says. "It feels comfortable. There are no knocks or rattles. Nothing shakes. You don't even realise you've got something big up front until you step on the gas."





Engine: With a clean, symmetrical installation of the custom side tanks and monochromatic colour scheme, the blown L98 looks right at home in the LX engine bay. Muss says the combo is making over 600whp on 12psi and PULP on the stock-bottom LS and will fry the rear bags in top gear with minimal fuss

Blower: The Magnuson 2.3L Heartbeat 2300 supercharger can safely run up to 17psi. Add E85 to the mix and making power has never been easier

Wheels: A set of 15x10 Weld AlumaStars were squeezed under the bum of the hatchback, wrapped in 275-wide ET Streets



THE GENUINE SS RETAINS ITS MUSCLE CAR AESTHETIC, BUT UNDERNEATH LIVES A MODERN, BLOWN, EFI HEART





Interior: Muss was chuffed with the job that Dr Stitch did in the cabin of the Torana, performing a restomod-style retrim that included a pair of Recaro buckets in the front, as well as covering the dash, centre console and door trims. The original horn button was recreated and covered too, with a healthy audio set-up finding its way into the mix courtesy of Pat at Ausrod

Front End: Muss says he loves this view of the LX, which boasts a Curley's IFS front end with Viking coil-overs, and those ceramic-coated, custom-made 1 7/8in headers that flow into a matching twin 3in system out back

Rear End: The 9in rear end houses a set of tall 3.2:1 gears and a Truetrac centre, turning a pair of 35-spline Mark Williams axles – which is a good move considering the punishment Muss says he dishes out with the right foot




It's a more familiar recipe out back, where Muss opted for a nine-inch and adjustable four-link combo. With 35-spline Mark Williams axles and a Truetrac centre, it's more than capable of withstanding the punishment Muss likes to dish out when he's with his mates. And despite the rather tall 3.2:1 gearing, Muss reckons the blown L98 will still make a mess of the 275-wide ET Streets without breaking a sweat. "Just put it in top gear and stand on it," he says. "But I love the fact that you can still drive the car like normal if you want to."

You'll find more of that restomod theme inside the car. While the fabrics and colours all look beautifully familiar, they're wrapped around more modern fare, like the grippy Recaro buckets and well-executed speaker pods in the front and rear. The factory-style gauges have copped the techy treatment too, with Classic Gauge Restoration rebuilding the insides to talk to the L98, while the speedo talks to the satellites via GPS.

All in all, Muss says it took a mere four months to rebuild the car – a timeframe that is apparently pretty normal for him. "For me, it's the thrill of the build. I already have another four-door LX in the build," he says. "This one is tubbed and 'caged with a half-chassis that will run a twin-turbo set-up. The engine is over at Russo's now. It should be finished in about six months.

"I could have done a lot more with this car," he continues. "I didn't use anything from the original car. It's all new – every nut and bolt. But I just wanted it to be clean and tidy. Being an SS, I didn't want to go too far and wreck it. They're too hard to come across these days. If you do find one of these it'll cost you \$100K, stock."

When we ask if he has plans to build anything other than Toranas in the foreseeable future, Muss pauses before answering: "Yeah, I want to build an EH to honour my dad. He had a light blue 1964 Special with triple SUs, widened and chromed steelies and caps – that kind of thing. He loved the EH and bought one new when he first came to Australia, but mine won't be an homage. It'll be built how I think it should be done."

We can't wait to see that! 



MUSS AYRI
1977 HOLDEN LX SS
Paint: PPG A9X White

ENGINE

Brand: GM L98 6.0L
Induction: Magnuson Heartbeat 2300 supercharger, GM fly-by-wire throttle
ECU: GM
Heads: L98, Manley pushrods, Russo lifters, billet rocker covers, ARP studs
Camshaft: Russo Performance
Conrods: L98
Pistons: L98
Crank: L98, ARP studs
Oil pump: High-volume, Aeroflow sump
Fuel system: Bosch fuel pump (PULP), Turbosmart regulator, Bosch injectors, braided lines (E85 ready)
Cooling: PWR alloy radiator, twin thermo fans
Ignition: GM
Exhaust: Custom ceramic-coated headers (1 7/8in primaries) and twin 3in ceramic-coated system (part stainless, part mild), twin Turbo

Exhaust Centre mufflers

TRANSMISSION

Gearbox: TH400, reverse pattern, transbrake, B&M Stealth Pro Ratchet shifter
Converter: 3200rpm Dominator
Diff: Ford 9in, 3.2:1 final drive, 35-spline Mark Williams axles, Truetrac centre

SUSPENSION & BRAKES

Front: Southern Chassis Works (Curley's) tubular IFS and steering, Viking coil-overs
Rear: Bilstein shocks, adjustable four-link, chrome-moly single-piece tailshaft
Brakes: UPC twin-piston discs (f) drums (r); custom hard-lines and braided flex-lines; A9X master cylinder and booster

WHEELS & TYRES

Rims: Weld AlumaStar; 15x9 (f), 15x10 (r)
Rubber: Hankook Optimo 225/60R15 (f), Mickey Thompson ET Street S/S 275/50R15 (r)

**MUSS RECKONS THE BLOWN L98 WILL
MAKE A MESS OF THE 275-WIDE ET
STREETS WITHOUT BREAKING A SWEAT**



THANKS

Russo Performance; Ante Rasso Fabrication; Ricky's Drive Shafts; Kevin Gilbert at Grange Smash Repairs; Dr Stitch; Pat at Ausrod; Smithfield Diff & Gear; Ernicks Fibreglass; Classic Gauge Restoration



Sin City

SHOW-OFFS



STORY ALASTAIR DAVENPORT PHOTOS ALASTAIR RITCHIE & CRISTIAN BRUNELLI



A BUMPER CROP OF AUSSIE AND KIWI-BUILT RIDES FLEW THE FLAG FOR DOWN UNDER CAR-BUILDING AT SEMA 2019



IF YOU'VE ever visited the SEMA Show, or even if you've got a mate who's been, you already have some appreciation of the scale of the place. But even then the numbers are staggering.

For starters, there are 2400 exhibitors doing their best to flog products to the 71,000 potential buyers in attendance. There are also roughly 3300 media representatives to cover the action and bring home news of the hottest automotive gear. If that sounds like a lot, remember that there are over 3000 new products to check out, to say nothing of the 1500 or so demo cars in and around the Las Vegas Convention Center.

Around 161,000 attendees (more than the population of Cairns) come from more than 140 countries to check out the 1.2 million square feet (a little more than five MCGs) of exhibition space. Like the \$44.6 billion industry it represents, SEMA is big. Like, really, really big. Huge. Seriously. You should go.

Australian car builders were well represented at SEMA this year, with a number of standout rides grabbing a bigger than normal share of the attention from the modified car world.

Kees Weel's 1935 Chev coupe (SM, Dec '19) was unveiled at SEMA and took home one of the most prestigious gongs – the GM Designer's Choice Award. Built by Aussie car building legend Peter Fitzpatrick, the Chev features a huge array of one-off billet parts, including the one-piece grille and custom wheels. With only about 3500 of this model ever produced, it's unlikely many know the shape well enough to notice the changes in overall width. The major bodywork isn't for the sake of it though; this 80-year-old machine rides on C6 Corvette



02



01: Like many entrants at SEMA, Greg Salzillo really wanted to push the boundaries with his build, and his 1933 Dodge custom truck certainly fits that bill. While the 331 Hemi topped off with a 6/71 blower is an immediate eye-catcher, the countersunk cantilever suspension and chassis set-up are really what sets this rod apart. Packing an estimated 800 horses, the machine was finished only the night before Greg hit the road from Monterey, California to Las Vegas

02: Wisconsin wizards Jim and Mike Ring, aka the Ringbrothers, knocked their latest build, a '69 Camaro called 'Valkyrja', out of the park. With a wildly modified body made from carbon composite rather than American iron, and a brand-new chassis, Valkyrja packs a blown LS3 that's good for almost 900 American neddies. I tell you, my man, this is the American dream in action!

03: Mario Ciarrocchi's '72 Valiant Charger was one of the examples of Aussie metal on display at SEMA this year. Justin Hills from Hills & Co Customs built the car and showcased it at the Mothers stand. "The question I've been asked the most is: 'What is it?'" laughed Justin. Mario had the Charger built with a Ferrari theme from top to bottom, save for the 540ci big-block Chrysler sitting nicely under the bonnet

04: General Motors had its own electric creation on show in the form of a classic early '60s C10 pick-up. Called the E-10 concept truck, the slammed Yankee ute runs on a pair of electric donks, with battery tech taken from the Chevy Bolt parts catalogue. It's not particularly fast, but then that's not the point. These electric motors use LS/SBC bolt patterns for a reason. Anyone for an e-crate engine? Because it's very likely that will soon be a thing



KEES WEEL'S 1935 CHEV TOOK HOME ONE OF THE MOST PRESTIGIOUS GONGS – THE GM DESIGNER'S CHOICE AWARD



05: SEMA was just the start of a massive overseas tour for the Rides By Kam Challenger. "The car has a special feature invite to the Grand National Roadster Show in January," said RBK's Rob Zahabi. "We've also been invited to the Detroit Autorama and the Global Auto Salon in Saudi Arabia, and we'll have a go at the Street Machine Of The Year at the Goodguys Nationals." C'mon Aussie!





01: When you hear the words ‘Ford Ranger’, chances are a 50-year-old F100 isn’t what first comes to mind. Ross Nichols of Jack’s Speed Shop in Indiana built this pick-up over an eight-month period. It runs a Coyote 5.0 with twin Garrett GTX 3582 snails, and an Aussie Plazmaman intercooler. A Ford 6R80 automatic feeds into an independent rear end featuring Mittler Bros Hydrosbox. “You get a couple of inches of travel with coil-over handling, so it’s the best of both worlds,” Ross said

02: Resplendent on the Edelbrock stand was Kevin Houth’s glorious-looking Toyota Celica. Kevin hails from Ontario, Canada, and only started wrenching on the car in July this year! His goal was to build a proper driver that he could beat on at the race track and not have to worry about; hence the LS motor (a 5.3L bored to 5.7L), which runs Edelbrock heads and cross-ram intake manifold. A lack of real estate in the engine bay meant the custom headers had to go up and then rearwards, exiting through the inner fenders. For the most part, the car still wears its original paint

THE AMAZING TRIBUTE TO STEVE SCOTT’S UNCERTAIN-T WAS BUILT BY KIWIMARTIN BENNETT AND SHIPPED TO THE US





03



Jake Caldwell's '51 Chevy Styleline rests atop a comparatively new-school Lexus LS400 chassis and driveline. It's powered by a healthy 4.0L 1UZ, and Jake gives it a flogging on the drift circuit, which he says it handles with aplomb. "With double-A arms on all four corners and disc brakes, it's a great car," he said



running gear that Fitzzy spent considerable time making fit and work.

Mothers Polish split its display across a number of sites featuring different build styles, and it was at the first of these we spotted another neck-snapping Aussie muscle car. Created by Justin Hills from Hills & Co Customs for owner Mario Ciarrocchi, the Ferrari-red VH Charger (SM, Sep '19) embodies Mario's ideal of the perfect custom ride. With all the attention the Charger was receiving from people asking what it was, it was easy to imagine someone trying to scoop it up for themselves, but any concerns about it being snapped up by a wealthy collector in the USA were allayed by Justin: "After this we'll take it back to Australia," he said. "It'll possibly do the show circuit, and after that Mario's gonna drive it. It's built to drive."

Featured on the massive Meguiar's stand at SEMA was Rob Zahabi's immaculate Dodge Challenger (see page 36 for full feature). The reigning Summernats Top Judged Elite winner snapped heads all week at SEMA: "The second it was rolled in the door, the Goodguys put the gold award sticker on the car as a participant, and we were only five minutes in!" said Rob.

Rob's last mega-build to head Stateside, his twin-ProCharged jet-black Nova, has featured at a number of high-profile shows, including the Goodguys Street Machine Of The Year awards, where it made the Top 20.



04



03: This amazing tribute to Steve Scott's Uncertain-T was built by Kiwi Martin Bennett. The original show-winning car debuted in 1965, built on an aluminium frame, with a fibreglass body and injected nailhead power. "I bought the model of the car at age 13, but it sat on the shelf for years until I finally put it together in 2012," Martin said. "Then I was looking for my next project and decided to build a full-size version of Uncertain-T." The body was made out of wood, covered in fibreglass and gel-coat

04: This V16 is a marine engine, but if you want one for your land speed car, Sixteen Power will build you one! "We cast our own block and make our own one-piece billet crank and cam," said Sixteen Power's Tom Robinson. "There are a variety of heads you can use, including LS or LT. Almost anything is possible, including twin blowers or even quad turbos"

That car would eventually sell at Barrett-Jackson Auctions for an impressive \$220,000, so we can only imagine the truly nuts offers Rob has been fielding for this latest beauty, for sale or not!

"It's been such a big response, and it keeps on going all the way to Day Three," he said. "I'm very pleased and very proud to be here – honoured really."

The fourth Aussie creation was Darren Sheldrick's '39 Dodge, known as RATical. We watched for 10 minutes straight as punter after stunned punter stopped, did a double-take, walked back to this metal monster and had their jaws dropped one by one.

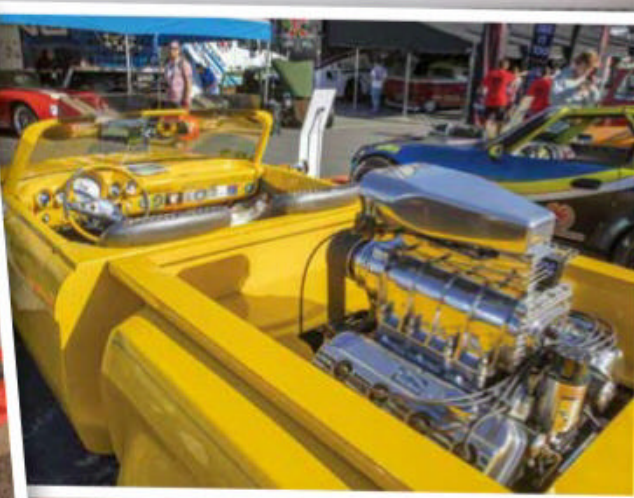
The hearse packs a twin-turbo 393ci Chev, TH400 trans and Air Ride suspension on a custom chassis. It was built by the Sunshine Coast's Double Jacks Garage as part of the International RATical Rod Build-Off/Drive-Off, which saw teams from around the world building a car from January until October and then driving their creations 1400 miles from Lincoln, Nebraska all the way to Las Vegas for SEMA.

There were also two Kiwi-built rods in attendance (check 'em out on pages 81 and 83), and the boys from V12LS.com had two of their engines featured in brand-new US builds. Our mates at Turbosmart had another big year, with their innovative electronic wastegate taking out the highly sought-after gong for Best New Performance Racing Product. Makes you proud, eh?

Besides all that, there were hundreds of Aussies and Kiwis in town to check out all the action. You'll need to work in the automotive aftermarket to join them next year, when the SEMA Show returns to the Las Vegas Convention Centre, 3-6 November 2020. Visit sema.org to see if you're eligible. 📱



02





01: SEMA 2019 was all about the new Toyota Supra. We counted 30 of the new Toyo/Beemer collab in one hall alone and then gave up when it became clear the final number would be far higher. Only time will tell if the turbocharged Toyota coupe gains the iconic status of its JZA80 predecessor, but judging by the enthusiasm of the aftermarket, some companies are banking on it

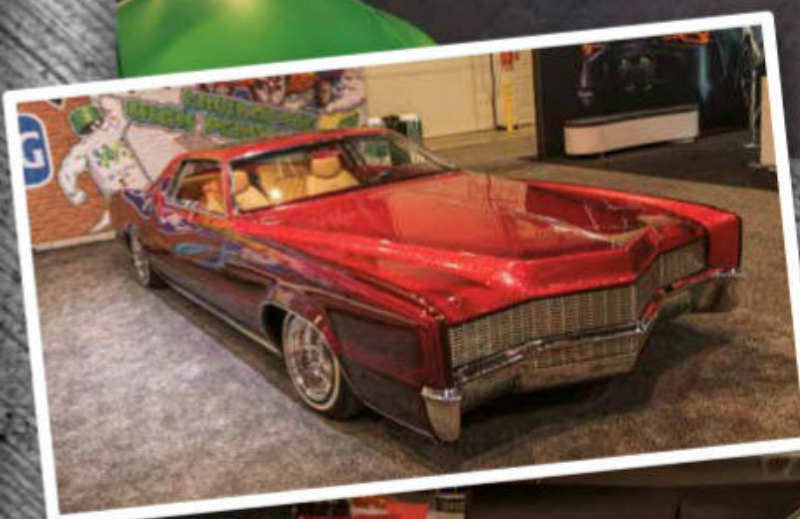
02: Despite being built almost two decades apart, Blown Mafia's '69 Camaro and '65 Mustang builds are equally outrageous. The Bowtie-clad beast harbours a blown, twin-turbo 468ci big-block, while the Mustang's 427-cube hemi head-equipped LSX wears three – yes, three – superchargers. The cars are owned by Brad Grey and his wife Ashley, with the 'Trifecta' Mustang debuting at last year's Detroit Autorama

03: Darren Sheldrick's '39 Dodge was built by Double Jacks Garage on the Sunshine Coast and shipped to the US to compete in the International RATical Rod Build-Off/Drive-Off. As required for the competition, Darren drove the twin-turbo beast all the way from Nebraska to Las Vegas for SEMA

04: Steve Strobe's Pure Vision shop always has something cracking on show, and this year was no different with this 1973 Dodge Challenger. What is a little different is that the car was built as the main prize for the Charles Schwab Colonial PGA Tour golf event held in Texas. The car was won by Kevin Na, who gave it to his caddy!

05: David Jeffery of BellaRat Customs brought some Kiwi tang to SEMA, shipping his rat rod build to the States, then cruising to the event from Nebraska. "Everything's supersized here," the first-time attendee remarked. With his wife and co-builder Suzanne in tow, the pair's biggest issue was remembering to stick on the right side of the road

06: Was Fitzzy happy to win the GM Design Award? You better believe it! The first opportunity we Aussies will have to check the car out on home soil will be at Meguiar's MotorEx, which will be held at the Melbourne Showgrounds on 16-17 May 2020. Do a search on whichcar.com.au/streetmachine for the full feature and videos of the build



THE FOURTH AUSSIE CREATION AT SEMA WAS DARREN SCHELDRIK'S '39 DODGE KNOWN AS RATICAL





FELINE

Cool



YOU WANT TO BUILD A WHAT OUT OF A WHAT?
DAVE WILLIAMS PROVES THAT THINKING OUTSIDE
THE BOX CAN YIELD AMAZING RESULTS

STORY BORIS VISKOVIC
PHOTOS CHRIS THOROGOOD



RECKON most of you didn't know what kind of car this was at first glance. A '49-'51 Mercury; maybe an early-50s Chev or a Hudson? Not even close. In fact, you're not even on the right continent. What you're actually looking at is a 1962 Mark 10 Jaguar.

Even with 19 body modifications, you can easily argue that this heavily customised example built by Queenslander Dave Williams retains its original elegance. In fact, you could even say he's improved on it. It doesn't matter which angle you look at the car from, there isn't a single bad line or hiccup in the smooth flow from front to back. He's got the stance just right and managed to do so using standard Jag suspension with just a couple of rear airbags.

Jaguar suspension design was more than a little bit ahead of what was offered on Aussie

cars back in 1962. Admittedly, Dave updated the front suspension to Series III to get slightly better brakes – though they already had disc brakes anyway – and out back is the renowned independent rear with inboard discs.

"The Mark 10s had the first independent rear end and they were pretty sought after for AC Cobra kit cars because they had a limited slip diff and were pretty tough," Williams says. "The rear end has four coil-over shockies [*two in front of the diff and two behind*]. I fitted XJS springs, which were lighter, and allowed the car to go down as low as it could. Then I fitted ShockWave airbags in place of the rear shocks. The ride is unreal; it rides like a dream."

The front end was a lot more straightforward. With a combination of heavy-duty King springs, a cast-iron big-block Chev and gravity, Dave

got the ride height just right. It's more akin to the stance of customs in the late 50s than the millennial craze of having the rocker panels dragging on the ground. It has an almost-level stance with a slight bias to the rear.

One significant difference between this Jag and some legendary customs is the number of fire escapes. There was no two-door version of the Jag, but Dave did a masterful job lowering the roof three inches and keeping all the proportions spot-on, as well as ensuring the front and rear quarter-windows still open and close. As with all roof chops, the secret is to get the line across the roof, down the rear window and onto the boot just right. You can't just chop three inches out of everything and slam it back down. Well, you can, but it will look shit.

Williams initially tried to use the standard rear





PAINT: The House Of Kolor Kandy Root Beer has been applied over a yellow base and really pops when the sun hits it

BODY: The secret to a good chop is getting the lines to flow smoothly from the roof, down the rear window and onto the boot. To achieve this, Dave used a '50 Chevy ute rear window

INSIDE: The interior is amazing and remains essentially stock, although the black knobs and wheel have been redone in ivory white. Dave had the walnut veneer redone on the dash, and an XJ40 J-gate shifter replaces the original column shift

NOSE: One of the most challenging modifications was restyling the front. Normally a quad-headlight car, Dave built a custom grille opening, grafted a '52 Chevy bonnet and narrowed a '55 Chevy bumper and topped it with a '52 Kaiser override to completely change the look of the car

window, laying it forward and trying to make it work while retaining the standard twin fuel fillers at the top of the quarter panels just in front of the bootlid, but it wasn't working for him at all.

"I had a single-spinner ['49-'50 Ford] that was a wreck; I cut all the rear window section out and was going to graft that into it, but it was totally wrong, so I ditched that idea. I had a look at a '50 Chev ute that was sitting in the shed and thought that window had a bit more potential, and I knew there was one out at the local wreckers that was totally stuffed, so I went out and cut it out about three inches around the window opening, and the entire section was grafted into the Jag."

It sounds pretty straightforward, but Williams still had to shape up new C-pillars and the scuttle panel between the back window and

boot opening, relocating the fuel fillers into the boot in the process.

When it comes to custom cars, the roof chop is quite often a major and defining feature, but with Dave's Jag, there was more time and effort put into the design and fabrication of the front-end styling. They often say that form follows function, and that was part of the decision-making when it came to the radical restyling at the front of the Jag.

"I was originally looking for a '49-'50 Merc, but because I'd had Jags before and kind of knew what they were about, I thought the Mark 10 lent itself to that style, but would be a lot less work – you've got decent suspension to start with! I wanted that 50s-style custom, so I got a '52 Chevy bonnet and grafted that in. There's probably a two-inch strip of the original bonnet

IT DOESN'T MATTER WHICH ANGLE YOU LOOK AT THE CAR FROM, THERE ISN'T A SINGLE BAD LINE OR HICCUP IN THE SMOOTH FLOW FROM FRONT TO BACK





on the edges and about four inches at the back.”

That was the easy part done, but now he faced another roadblock as he tried to figure out what to do about the grille.

“I had the bonnet done and was mucking around with an FC Holden grille, but nothing was jumping out. I met artist Aden Jacobi at Asphalt Demons and we chatted about what I was doing. I wanted to recess the grille, and after he did a few drawings we got closer to what I was looking for. I then cut the handle off my compressor, as it had the perfect radius for the top corners.

“That gave me something really solid to work from and a bit of direction, because I was a bit bamboozled on how to finish the front, but once I put that piece of steel tube in, I was good to go. It gave me something to bring the bonnet down to.”

As with all good customs, it's also about

what you don't change. In line with Jag's original concept, there still isn't any flamboyant decoration or purposeless embellishment. The car still wears all four of its door handles because they are such a beautiful pieces of jewellery and located in a part of each door where they don't distract the eye.

Even the interior retains all the luxurious appointments (although Williams did limit the polished walnut to just the dashboard), but the original steering wheel, switches and gauges now wear a coat of ivory white for a bit more of a custom look.

The final piece of the puzzle was settling on a paint colour, and Dave tossed around a few ideas before settling on HOK Kandy Root Beer.

“It was going to be flat black with gloss black flames, but everybody said that was too dated. Then I was going to go gloss black, but then a mate who is a painter said: ‘Nah, you'll regret

the day, it's just too hard to keep clean.’ I saw a picture of a Cadillac in the States and it had this Kandy Root Beer on it and I thought, wow, that looks pretty cool.”

The Kandy Root Beer is applied over a straight yellow base. Dave tried it with the recommended Orion Silver base but wasn't keen on how it looked in low light: “I'd seen an XP Falcon with the same colour painted over Orion Silver, and inside the pavilion it looked black. With my car, in low light it still retains a browny-gold look and in the sun it just pops.”

Regardless of what colour he chose, it still would have been one of the nicest customs ever built in Australia. The fact it isn't based on a car from the US makes it even cooler.

Unfortunately though, Dave has upset a few people: “I did take it to a Jag show. That wasn't good; they didn't get it at all, but I didn't think they would.” That's most definitely their loss. ■



ENGINE: It's only right that under the Chevy bonnet sits a 454 BBC. It's no slouch either, with Grumpy Jenkins heads, an 860 Edelbrock carb and XE265 Comp Cams camshaft

BOOT: Boot is trimmed out nicely and the twin fillers (for the twin tanks) moved inside. The box covers the air tank, solenoids for the airbags and the second a/c evaporator for the rear seat



DAVE WILLIAMS
1962 MARK 10 JAGUAR
Paint: HOK Kandy Root Beer over yellow base

Exhaust: Custom stainless extractors and twin 2.5in exhaust
Ignition: Accel

ROLLING STOCK
Rims: Jag 15x6 (f & r)
Rubber: American Classic wide whitewall; 195/75/15 (f), 225/60/15 (r)

DONK
Type: 454ci big-block Chev
Inlet: Edelbrock RPM Air-Gap
Carb: Edelbrock 860cfm
Heads: World cast-iron Grumpy Jenkins
Valves: 2.30in (in), 1.88in(ex)
Cam: Comp Cams XE265
Pistons: Ross 10.5:1
Crank: Scat
Conrods: Shot-peened
Radiator: Aussie Desert Cooler

SHIFT
'Box: Turbo 700
Diff: Standard IRS with LSD

BENEATH
Front end: Series III, lowered King Springs
Shocks: Koni (f), Koni coil-over and ShockWave airbags (r)
Steering: Standard
Brakes: Series III four-piston (f), standard inboard discs (r)

THANKS
 John White Race Engines; James White; Martin White; Paul Huett; Woooloolin Panel & Paint and Brennan Fuller-Sandys; Shane Le Grand; Tom Williams; Von Hot Rod and Kyle Smith; R&S Fine Trims; Jimmy's Auto Trimming and Jamo's; my brother Graeme and my mates; Aden Jacobi; Graeme Townsend







AN EXPAT KIWI,
LIVING IN THE UK AND
WORKING IN F1, BUILDS
A YANKEE MUSCLE CAR

DIVINE MADNESS

STORY BORIS VISKOVIC



PHOTOS JASON DODD



SHAUN Parker calls his '65 Mustang fastback 'divine MADNESS', and after hearing him explain why, it's something a lot of street machiners can probably relate to. "I grew up sailing in New Zealand and I had a yacht named 'divine MADNESS'," he says. "I love the contradiction of how something or someone can be divine yet mad – maybe a bit like myself at times."

Shaun's love affair with Mustangs goes all the way back to when he was nine years old and getting dragged around a car show by his dad.

"It was love at first sight: the sleek styling with the long hood and grilles, which remind me of shark gills," says Shaun. "I had met my dream car and could only dream of one day owning one. Well, 27 years later, I decided that the time was right."

Ordinarily, getting hold of a Mustang is a piece of piss – after all, they made millions of them – but these days Shaun spends his time in the UK working for the Red Bull Formula One team, and American muscle cars are pretty thin on the ground over there.

Shaun had been on the lookout for a fastback for a couple of years, waiting until the right one popped up. The problem was, the prices kept going up and up and he didn't want to compromise with a coupe body style. Finally, a suitable candidate showed up at South Coast Mustangs. After checking it out a couple of times, Shaun bit the bullet.

"Initial thoughts were that she needed a light amount of engine work and I could enjoy her straight away, so I took the plunge and purchased my first classic car," he says. "Once I got her and started digging in deeper, I discovered that she wasn't in the best of shape. It's amazing how much filler, thick paint and underseal can hide. She was full of rust and rot, but I was in love and I was

determined to bring her back to her former glory and more. So, the decision was made to use her as the base to build my ultimate street machine."

The car was stripped to a bare shell and sent off to the sandblasters, and, you guessed it, only about half of it came back. Shaun reckons about 70 per cent of the steel in the car has been replaced, although Shaun and the team at Silverstone Paint Technology did manage to save the roof.

One other thing Shaun managed to salvage was the original build sheet, which was tucked up under the dash. For all you Mustang restorers out there, the car was originally a Rangoon Red 2+2 with a black interior, 289 2V, C4 auto, a/c and a GT twin exhaust, which would have made a nice cruiser, but come on, the guy works for an F1 team so that would never cut it.

Shaun sold off the original driveline to other Mustang owners and he sourced a 1969 351 Windsor block and treated it to a new set of Ford Racing GT40X heads, Edelbrock Performer intake and 750 Holley. It's pretty mild, but still should make at least twice as much horsepower as the old 289 made on its best day and hopefully not break the bank when it's time to fill up the tank. Keep in mind, fuel prices are a lot higher in the UK, somewhere around AU\$2.50 a litre at the moment.

Not surprisingly, being a New Zealander, Shaun likes his cars to go around corners as well, so he spent a bit of time updating the suspension and stiffening the chassis as much as he could.

"I've got a mate who is heavily involved with FIA 60s race cars for the whole European circuit, so I said I needed to get the chassis as stiff as I could, because they do twist," Shaun says. "So we added convertible torque boxes, subframe connectors, the prop shaft safety loop has longitudinal braces as well, and we stitch-welded the shock towers

SHAUN PARKER 1965 FORD MUSTANG FASTBACK

Paint: Custom Matador Blue and Pearl White

DONK

Type: Ford Windsor

Capacity: 351ci

Inlet: Edelbrock Performer

Carb: Holley Street HP

Heads: Ford Performance Racing SVO GT40-X

Valves: 1.94in (in), 1.54in (ex)

Cam: Comp Cams XR282RF hydraulic-roller; .513in (in), .526in (ex); dur: 282deg (in), 289deg (ex)

Pistons: Keith Black hypereutectic

Crank: Ford

Conrods: Ford

Radiator: Custom dual-pass aluminium radiator with PWR Performance core, Revotec fan

Exhaust: JBA Performance headers, twin 2.5in exhaust, Granatelli cutouts

Ignition: MSD 6AL, Pro-Billet distributor, MSD leads and coil

SHIFT

'Box: Ford AOD

Converter: Ford

Diff: Ford 8in, Eaton Detroit Locker, 3.55:1 gears

BENEATH

Front end: Control Freak tubular arms, Global West strut rods

Rear end: Maier Racing leaf springs and adjustable Panhard bar

Shocks: Viking adjustable coil-overs (f), Viking adjustable shocks (r)

Steering: Steeroids power rack-and-pinion

Brakes: Wilwood Forged Billet Dynalite; six-spot (f), four-spot (r)

ROLLING STOCK

Rims: Rocket Racing Booster Hyper Shot; 17x7 (f), 17x8 (r)

Rubber: Nitto NT555 G2; 225/45/17 (f), 245/45/17 (r)

IT WAS LOVE AT FIRST SIGHT: THE SLEEK STYLING WITH THE LONG HOOD AND GRILLES, WHICH REMIND ME OF SHARK GILLS

The D.M.351 logo references the car's name – 'divine MADNESS' – and its 351ci Windsor powerplant. The name comes from a racing yacht that Shaun was involved with back in NZ



After purchasing a fibreglass bonnet that wasn't quite up to scratch, Shaun replicated the bulge onto a steel bonnet to make sure there's plenty of room for the 351 Windsor



LEFT: Shaun wanted to keep the Mustang fairly true to its 60s heritage, but he did make some concessions when it came to braking and handling. Control Freak tubular arms and six-spot Wilwoods are hidden by the 17in wheel and tyre package

BELOW: A neat little panel in front of the shifter mounts the important

gauges and switches. The 'EXHAUST' switch activates the Granatelli cutouts that bypass the mufflers and let everyone know Shaun's coming!

RIGHT: Shaun wanted to keep it simple out back and opted for Maier Racing leaf springs, adjustable Viking shocks and adjustable Panhard bar



INDUSTRY FRIENDS HAVE BEEN MOST GENEROUS IN OFFERING THEIR TIME AND EXPERTISE TO ALLOW ME TO BUILD SUCH A CAR

The Santa Pod sign should give you a clue that this US pony car now resides in the UK



THANKS



LEFT: Shaun has put a modern twist on the classic blue with white racing stripes combo. The blue is based off the Red Bull RB8, the first F1 car he worked on, while the stripes are pearl white

BELOW LEFT: The side scoops were purchased in fibreglass but didn't meet Shaun's exacting standards, so he 3D-scanned them and had them replicated in carbonfibre

My gorgeous fiancée Jenny; Mark Turner and the team at SPT; Rob Dowe; Pete Whitfield; Jon Payne; Quinny; Ralph; David at Knight Engine Services; Kim at All Wheel Trim; Daryl at Osprey Metal Finishers; Andy at SPT; Adrian at DDi; Dave at LKQ; all the team at Summit Racing; Andrew Morrison; CJ Pony Parts; Pagey; Chas; Steve; Neil; ATEC Fittings; Earl's Performance; Leon; Jas; Addy; Ian Carroll; Crafty; Stef

Bridges; James at North Hants Tyres & Wheel; Damon at South Coast Mustangs; Jason Dodd Photography; Cosworth; Gareth at Surface Technology; Tim; Tom at Sweet Fabrication; Nader and Jenny; Al at Control Freak Suspensions; Vince at Mike Maier Inc; Tim at Banbury Blast Cleaning; Alan at Alders Automotive; Ringbrothers. I apologise if I have missed anyone; the support was overwhelming and appreciated



in after they were reinforced to the frame rails.

"I didn't want to go to the extreme of some of the burnout cars with a blower and stuff, but one day, if I get a bit bored with this and I want to do something extreme with it, I want to have a solid chassis underneath it."

That solid shell provided the perfect platform for a few suspension upgrades, so Shaun sourced a set of Control Freak tubular arms and combined them with a set of Viking adjustable coil-overs and a Shelby spindle that features a one-inch drop. The steering has been updated with a rack-and-pinion kit from Steroids, and there's no problem washing off speed thanks to the Wilwood Forged Billet Dynalite brakes on all four corners.

Shaun's job title at Red Bull is Senior Buyer, so he manages all of the purchasing for the composites department. So it's not surprising that, as Shaun puts it: "Every nut, bolt and part has been researched the life out of, and a decision made on what I believe is the best option to fit. No expense has been spared, even to the point where every non-structural fixing is stainless steel and the structural hardware is either Grade 8 and above or ARP"

Shaun spent a lot of time researching the parts that he wanted for the car, and if he couldn't afford them at the time, he waited until he could. That stretched the build time out from the expected two years to around four-and-a-half, but the results speak for themselves.

Shaun says the biggest challenges have been dealing with the bitterly cold English winters and the restrictions of working in a one-car garage, but he also admits he's had some good mates help out along the way.

"I won't deny, industry friends have been most generous in offering their time and expertise to allow me to build such a car and I couldn't have done it without them. Lessons learnt while I was building race cars with Prodrive and Aston Martin Racing have helped, along with contacts and friends made here at Red Bull Racing F1."

Admittedly, we don't all have friends in F1, but it goes to show that regardless of where you are or what you do for a crust, bringing an old car back to life is a surefire way to make new friends and bring old friends closer together.

WIN

A 1968 GT 500 MUSTANG! VALUED AT **\$220,000**

The Young Veterans 1968 Ford Mustang Raffle will be conducted by Young Veterans Australia (ABN 34 630 100 015). The Promoter is a not-for-profit organisation.

The Raffle **starts** at 12pm AEDT on 27 November 2019.
The Raffle **closes** at 12pm AEDT on 11 March 2020.

No entries will be accepted after this time. Entry is open to residents of Australian Capital Territory, New South Wales, Northern Territory, Queensland, Tasmania, and Victoria, aged 18 years or older at the commencement of the Raffle.

win this one of a kind original 1968 Mustang! Valued at \$220,000. Raising funds for Young Veterans, to empower the lives of Australia's heroes and help those suffering from anxiety, PTSD and depression to transition back to everyday life. This raffle will sell out fast! Grab your tickets now! From just \$25

SINCE 2012, YOUNG VETERANS HAS SET OUT TO ENRICH THE LIVES OF AUSTRALIAN VETERANS BY CONNECTING THEM WITH THEIR COMMUNITIES THROUGH ACTIVE AND SOCIAL EVENTS.

Drawn:
Wed, 11 March 2020 at 5pm

FIND OUT MORE



<https://www.raffletix.com.au/68fordmustang>

T's and C's The Draw will take place on Wednesday, 11 March 2020 at 5pm AEST at 2/52 McDougall St, Milton, QLD. Draw Method: Numbered Raffle Ticket stubs will be drawn at random from a barrel. First prize will be drawn first, followed by all other prizes in descending order. Every reasonable effort will be made to contact the winners of prizes. Winners will be contacted by phone and email and listed on the Young Veterans website, this RaffleTix website and the Young Veterans Facebook page. Please check the website and Facebook page for details. There is an agreement with RaffleTix (ABN 24 623 531 340) to promote or conduct this raffle for reward. Full Terms and Conditions <https://rt-public-assets-ap-southeast-2-prod.s3-ap-southeast-2.amazonaws.com/raffles/fe7mv/YV+Terms+and+Conditions+.pdf>



STORY ASHLEIGH WILSON
PHOTOS ASHLEIGH WILSON & CHEZ PRIOR

OLD **HOLDEN** ENTHUSIASTS
NEVER DIE - THEY JUST
HIT THE SUNSHINE COAST
FOR THE SECOND ANNUAL
HKTG NATIONALS



SALUTE TO





SURVIVORS



WITH a camera in one hand and a beer in the other, I couldn't think of a better way to celebrate the HT Holden turning 50 than riding shotgun in a Monaro as the power pedal hit the floor.

More than 150 survivors, restored and ratted builds travelled from across the country to the Sunshine Coast for the second annual HKTG Holden Nationals. The four-day shindig began on Friday night, where the HKTG Holden Owners Club of Queensland started the party at the Aussie World theme park for registration and a couple of cold ones.

On Saturday morning, the Glasshouse Mountains Sports Club hosted the hordes of old Holdens. Entrants lined up in rows, bonnets popped for onlookers to admire the many rebuilt originals, a salute to the survivors. Monaros, Broughams, Premiers, Kingswoods and Belmonts were all on display, each row of the show 'n' shine representing a moment in Holden's history. Every year, make, model and colour was on display.

Era-correct restorations sat among LS-swapped rigs and blown, injected beasts. A variety of cars made the trip from Perth, Adelaide, Victoria and New South Wales. The turnout was impressive. There was even a Kingswood that sat on a boat for month to get there from New Zealand!

If you ask me, the late 60s was the pinnacle of automotive sexiness, both Aussie and Yankee. So it's no surprise that it was a red-hot '69 Monaro that first grabbed my attention. She's definitely the hot sister in the HT's line-up; nice curves, not exactly pure, but everyone wants a peek of what she's hiding. The show-spec GTS drew a crowd with its slick and smooth engine bay, which holds an impressive, mirror-finished fuel injection set-up attached to a 5.0-litre Commodore-donated donk.

If we're going to talk custom, there was an HG Monaro from South Africa, or at least half of it. The imported front end has been bolted onto an HK panel van, and show-goers loved the combination.

While there were a bunch of welded, bolted and heavily

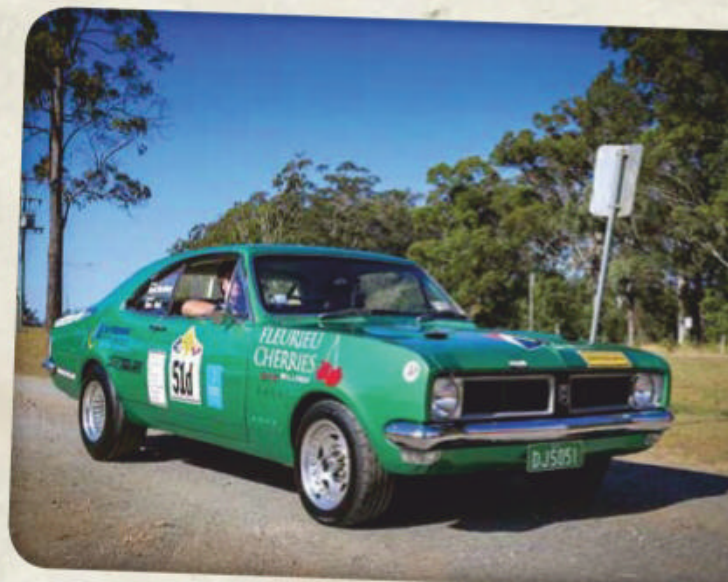


EACH ROW OF THE SHOW 'N' SHINE REPRESENTED A MOMENT IN HOLDEN'S HISTORY. EVERY YEAR, MAKE, MODEL AND COLOUR WAS ON DISPLAY



What do you get when you cross a GQ Patrol chassis, an injected 304 out of a VN, a 1969 HT and a madman? Shane Tapscott and his wild 4WD Monaro! With a three-inch lift, a set of muddies and light bars all round, the rig was ready to take on the Old Telegraph Track. "I'm driving it to Cape York straight from the Nationals," Tappy said. "I've just had bars made for the rooftop tent so that I don't become croc bait!" Good luck, mate!





01 “Driven, not hidden” are words Darren Shelton lives by. Not that there’s anything discreet about his blown HT wagon in any case! The 350 small-block Chev is an impressive bit of gear, with forged pistons, RHS alloy heads, a massive cam, twin 650 Holleys, MSD electronic ignition and a gin diff fitted with CalTracs

02 Young guns Daniel Gaskin and Clayton Barness from Aussie Shed Talk impressed with their backyard-built utes. Dan’s ’71 HG is powered by a built LS1 with a Turbo 400 and custom gin. Bullet holes add to the character of Clayton’s

patina-covered FJ rat rod, which was target practice before the firewall was cut and a 202 red motor thrown in

03 Ricky Allen’s immaculate ’69 HT Monaro just went through a two-and-a-half-year restoration. The 5.0-litre Commodore donk is made pretty by a Bliss Custom Machining inlet manifold and rocker covers, and is backed by a T5 manual and Ford gin. Wilwood discs up front and F100 drums in the back bring the beast to a stop. Annvid Auto Upholsters took care of the interior, while J’s Customs & Fabrication smoothed the steel and worked the bonnet to keep those throttlebodies hidden



01



02



modded builds, a glimpse of patchy patina caught my eye. Sitting a few rows behind all the polished paint, I hit the jackpot with a beauty of a shed find – a rough and ratty HK! The '69 GTS looks old, smells old, and has clearly had a tough life. It took home the award for HK Top Rat, which might've had something to do with the mummified rodent that died in the dash and now rides up front.

As judges finished circling the show 'n' shine, clouds gathered overhead. While the threat of hail sent some packing, the convoy continued as entrants cruised through the Coast's hinterland, out to the Archerfalls Airfield for some dirt drags, spear-a-spud and go-to-whoa.

"Everyone's having a hell of a lot of fun tearing up the dirt," said event organiser and president of the HKTG Owners Club of Queensland, Adrian Peacock. "We've even got kids out on the track having a go in Mum and Dad's car. There's a father-and-son team from Adelaide; we haven't been able to pull them off the track!"

01 Everyone was talking about the 'rat HK', but not because of the patina! "When we first opened the glovebox it was full of rats' nests," said owner Rob Watson. "I saw a tail sitting over the cigarette lighter, so I undid the vent and found him mummified!" That rat has been riding up front ever since. "We figured if we're going to rat-rod the Monaro, we may as well leave the original rat in it!" Rob chucked a 350 in the 1968 GTS to get it to the show, but has the original 307 at home

02 Karen Fiedler brought out her work ute for a thrash in the dirt. She drove the HK Belmont hard, taking home the title of Fastest Female. Hubby Des recently swapped out the factory 161 for a tricked 308 for some extra grunt

03 This super-clean 500-cube LS-powered HT has run 10.75@127mph. Glenn Wheelehen bought the Monaro for \$150 when he was 14, and over three decades he's given it four overhauls, swapping out the 400ci small-block and tidying the body, boot and interior. An LQ9 block now sits in the smoothed bay, with AFR heads, Super Victor manifold and Comp solid cam, running through a 4L65 auto with a 5800rpm converter and Truetrac 9in

04 This survivor '69 Kingswood sat under a mango tree for 20 years before Jeremy Green adopted it. Jeremy and his uncle, who rebuilt the 186, drove 26 hours from Melbourne to run amok with their mates at the Nationals. "It's a good birthday party for a 50-year-old car," he said

The boys in the VB delivery van blew the fan belt, but with a couple of beers, a ratchet strap and some good old bush mechanics, the welded-up HT wagon made it home





RETURN OF THE KING

WHILE most entrants made the road trip to the nationals in the same steel they competed in, 74-year-old Kiwi Gordon Merrett put his 1969 Kingswood on a boat!

With a factory 5.0-litre, Saginaw four-speed manual and Salisbury diff, the HT is one of two special-ordered wagons built with Monaro drivetrains. "It's rare for these options to be fitted to a Kingswood," Gordon said. Apparently two sales reps wanted Monaros for business trips, but needed the space of wagons. The cars were built at Sydney's Pagewood plant, with full Monaro running gear and Sports Pack features.

As a member of the Early Holden Club of Auckland, Gordon was in Oz celebrating 50 years of Holden when he found the car listed in the *Trading Post*. "I bought this car in 1998 and shipped it home," he said. "It was restored and has been used as a club car, at shows and club runs."

After attending last year's HKTG Nationals in Adelaide, he decided it was time to bring the Kingswood back. "I shipped it into Melbourne and drove 2300km with the Victoria club to get here. It's been away for 20 years, now it's back again!"

And this time it's staying here, because Gordon was offered a deal he couldn't refuse and sold it at Saturday's show 'n' shine.



EVERYONE'S HAVING A HELL OF A LOT OF FUN TEARING UP THE DIRT. WE'VE EVEN GOT KIDS OUT ON THE TRACK HAVING A GO IN MUM AND DAD'S CAR



Tahníe Feeney with bubba Patrick Sheridan. "The event's been so awesome. We've had a great day watching Uncle Shane [Clayton] in his Kingswood," Tahníe said



ROAD SERVICE

DAVID Smith and Cherie Baird led a convoy from Victoria in their '69 HT Belmont survivor panel van and '68 HK Monaro. The couple, who founded the HKTG Club of Victoria, made the four-day road trip with 15 other club cars.

Hitting the road from Geelong, the first stop was Bombala, NSW. "We camped on the first night then made our way to Bathurst along the Monaro Highway," David said. The crew cruised through Cooma, stopping at the Big Merino at Goulburn, before taking the scenic drive through Crookwell to get to Mount Panorama. "Everyone got out there on the track and had a few laps."

After an afternoon at the National Motor Racing Museum in Bathurst, the convoy set up their swags. They then followed the map through Mudgee, Tamworth and Ebor. Then it was on to the Big Banana at Coffs Harbour, followed by the Big Prawn at Ballina, and then the final stretch to the Sunshine Coast.

The couple and their convoy of HTs, Ks and Gs made it to the Nationals, and to the Big Pineapple as part of Sunday's mystery cruise.

"It proves that, if maintained well, these cars are as reliable as they were 50 years ago," Cherie said.

According to the rule book, if you want to be in the running for Grand Champion, you've got to get down and dirty. This means a bunch of builds were off the blacktop and onto the dirt for the first time!

Hesitation quickly disappeared when drags turned into powerskids and entrants hauled the few hundred metres down the dirt stretch. The rain hit just in time to keep the dust out of everyone's eyes.


It was then that I jumped into a tidy 500-cube HT Monaro. Piloting the modified muscle was Glenn Wheelihen and backseat driver Neil. These boys were on the track and in their element all arvo.

"It's been a great, relaxed weekend, with so many like-minded bogans," Glenn said. "The variety out here is endless – there's new, old, restored, original and rusty."

The spear-a-spud looked like a scene out of *Mad Max*, with panel vans, wagons and high-powered utes that would make the old 'Pursuit Special' coupe proud. Cars lined up as

passengers hung out of the windows, stakes in hand, game faces on. Tyres spun and mud went flying as the light turned green. I'm surprised we didn't lose anyone out the window as drivers hooked around the stacked tyres, snagged the spud, then raced back to the startline, trying for the quickest time, though some couldn't help but sacrifice seconds to throw hoops for the crowd.

The go-to-whoa wrapped up the driving events as we lost light, but not before entrants put their cars through their final paces. Here, drivers were timed as they pedalled around the tyres and back, to test speed, performance and driving skill. A blown HT wagon dominated the dirt, and a super-tidy Monaro put on a show for the last of the spectators.

With minimal carnage, the old Holdens parked up, ready for Sunday's beach cruise, followed by an action-packed day of hot-lapping at Lakeside Raceway, 35km north of Brisbane. I guess the survivors have lived to see another day, and will hopefully be back next year. 



IT'S BEEN A GREAT, RELAXED WEEKEND, WITH SO MANY LIKE-MINDED BOGANS. THE VARIETY OUT HERE IS ENDLESS – THERE'S NEW, OLD, RESTORED, ORIGINAL AND RUSTY



01 Grant Winchester's vision came to life when he bolted an HG Monaro SS front end onto his HK Belmont panel van. He sourced the HG half from South Africa and got to work installing the imperial clusters and controls and throwing in a 307-cube Chev and Turbo 350. "Everything's been modified to how my wife and I wanted it," Grant said proudly. "It's done three tours around Tassie"

02 Luke Dimech's real-deal HT rally car has done more than 200 events

and won the Victorian Historic class in 2001. "Colin Bond did a parade lap around Bathurst in it, and Brocky stuck his head in for a chat," Luke said. The Monaro once ran hand-me-down parts bought from Harry Firth and, while it's undergone some restorations, Luke has always maintained its heritage

03 Richard Jeffery's slick '69 HK ute turned heads with its Poison Ivy green paint and polished timber tray. The Summernats Top 60 car is neat underneath with a Ford 9in and Wilwood brakes



Subscribe for your chance to win in MAGSHOP's

\$50,000 Christmas cash giveaway!



13 issues of
Street Machine for
\$89.95
via automatic renewal

**SAVE
30%**

win
one of five
\$10,000 cash
prizes!

A magazine subscription makes the perfect Christmas gift.

Win a share of \$50,000 cash just by ordering a subscription to any of our magazines. We have a huge range of popular magazines that will interest everyone on your gift list!

Subscribe online at **magshop.com.au/xmas11** or call **136 116** and quote **M19XSTM**

Competition starts on 14/10/2019 and closes 27/01/2020 at 11:59pm. The competition is open to all residents of Australia aged 18 years or over who subscribe or renew their subscription to one or more magazine titles or purchase any product available on Magshop (www.magshop.com.au). Competition draw will take place 10/02/2020 at 11:00am. Please see www.bauer-media.com.au/privacy for location of our privacy policy. For full terms and conditions of entry, visit www.magshop.com.au/christmas-tc. The Promoter is Bauer Media Pty Ltd (ABN 18 053 273 546). Authorised under permit numbers: NSW:LTPS/19/38195, SA:T19/1553, ACT:TP 19/04195. Savings based on the Street Machine cover price \$9.95. Automatic Renewal: After the first 13 issues, the subscription will automatically renew and be billed as \$89.95 every 13 issues thereafter. Subscription renews unless cancelled.

IN THE BLACK

STORY BORIS VISKOVIC
PHOTOS JORDAN LEIST

SHANE PLATTS BOUGHT THIS VH SL/E
AS A 16-YEAR-OLD IN 1998, AND IT'S
BEEN GETTING TOUGHER AND BETTER-
LOOKING EVER SINCE





IT'S undergone quite a few changes in the 21 years he's owned it, but Shane Platts's VH SL/E Commodore is still his first love. Like all first loves, it has ripped out his heart a time or two, but it's a bond that's tough to break.

"I bought it with my dad back in 1998 when I was 16," the West Australian says. "The paint was shit on the roof, boot and bonnet, so we just ripped into it in the shed. Neither of us had any idea how to paint. Dad had some painter friends and we sort of did it over the phone, asking questions. We repainted it in the original blue and silver and I drove it around like that for a couple of years."

It was running a factory 253 and auto, but Shane was dead keen on getting into the burnout scene. "I'd been looking at burnout stuff from the age of five, watching it on VHS videotapes," he says. "I painted it purple and silver and that's when I put the first of many 308s into it." It wasn't that they kept blowing up; Shane was just chasing more power.

"I wanted to step it up again, so that's when I went to a 355 stroker combo, but that kept smoking big-end bearings all the time, so I bit the bullet and decided it was time to go Chev."

Shane's first Chevy combo was a 383 with an 8/71 and a couple of 750cfm methanol carbs on it, hence the MR METH plates that the car still wears. But that first foray into the world of blown methanol engines wasn't without drama.

"It was back in the day when we would just dump the exhaust at the diff," Shane recalls.

"I had an exhaust fire and it melted the whole arse-end of the car."

All those teething problems were eventually sorted and Shane skidded the VH for years. Then he went to UBC in 2011, finishing in the Top 10 but melting a piston in the process. If you were at the event but can't remember the car, that's because it looked completely different, sporting a candy pink paintjob. Shane's not sure what he was thinking when he decided on the colour, but suggests he may have watched too many Clint Ogilvie burnouts.

After that, the Commodore sat in the shed for a couple of years before Shane decided to redo the car for Summernats 26. "It was the end of September and a heap of guys from Perth were going across, so I got in the shed and started stripping the paint off it," he says. With the event just three months away, you'd think Shane was just going to throw a jam job on the car and call it done, but nope, that's not what happened at all.

Almost two of the three months were used up doing panel and paint. With three paintjobs under his belt, plus a little bit of formal training, Shane was confident enough to paint the car black. "After the first paintjob I did with my old man, I went and got a panel-beating apprenticeship," he explains. "I did it for a year but realised it wasn't the job for me. I love doing it at home, but I didn't want to do it for a full-time job. I've got heaps of mates now who just go: 'Can you just paint these quarter panels for me?' Over the past 20 years I've taught

I WENT TO A 355 STROKER COMBO, BUT THAT KEPT SMOKING BIG-END BEARINGS ALL THE TIME, SO I BIT THE BULLET AND DECIDED IT WAS TIME TO GO CHEV

The stance is spot-on over the 20in rims. The full-length bumpers indicate that this is a top-of-the-range SL/E model



BLOWER:

The billet TBS 8/71 blower is topped with an Enderle 'barn door' hat

WHEELS:

Shane tubbed the rear and the car easily swallows the 20x10 Intro Vista II rims and 275-rubber

ENGINE:

Shane builds all of his engines and started off with a Dart Little M block that's been stroked and bored to 427ci and topped with AFR 220 heads

myself, and I don't want to talk myself up, but I'm all right now."

The paintwork wasn't the only job Shane tackled in the very short lead-up to Summernats. He'd always wanted to go to Summernats and was keen to rock up with a completely new car. "I chopped the boot floor out, put rails in it, rolled up some tubs and did all the rear suspension in between putting the new motor together with Derek from Paulik Engines. It was last-minute, and I only fired it up as I was putting it on the truck. When I got to Summernats it didn't even have a tune; I hadn't put it on the dyno or anything, so I just cruised around, didn't even do a burnout."

Shane didn't muck around with this new engine, starting off with a Dart Little M block filled with Eagle rods, Diamond pistons and a Lunati four-inch stroker crank. The small-block isn't so small anymore and now measures up at 427ci, and you've got to fill up all that empty space somehow, so a set of AFR 220 race-ready heads make sure the 8/71 doesn't suffer any restrictions. The Enderle 'barn door' injector hat is a cool touch and a refreshing change from the aptly named Big & Uglys out there. The exhaust side is just as impressive, with 2.25-inch primaries on the four-into-one headers feeding into a twin 3.5-inch exhaust.

The rest of the driveline is as you'd expect, the bulletproof and time-honoured combination of a Powerglide and nine-inch. Chris Dimoff at DTM Transmissions put together the 'Glide with all the good bits and Steve from Converter Services sorted out a 3500 stally. Phil Purser at Final Drive filled the diff with 35-spline axles and 3.0 gears to make sure there's plenty of wheel speed on the burnout pad.



INTERIOR

Probably not the best choice of interior colour for a skid car, but it does give it a classy look. The stock SL/E dash features a 7000rpm tacho, ample for the original 253, but not quite up to the task these days. Auto Meter gauges now keep an eye on all the important stuff




The car also copped a new interior, with the luxurious SL/E-spec velour making way for cream leather. Troy at Southside Motor Trimmers worked his arse off getting the car done in time for Summernats, retrimming a set of VT Commodore buckets that have had their headrests removed. The rear seat was custom-built to fit around the tubs, and the

dash and console vinyl was sprayed to match the leather. An Auto Meter tacho and trio of auxiliary gauges keep tabs on everything, and a Billet Specialties wheel replaces the iconic single-spoker.

After sinking many thousands of dollars into the VH and just making it to Summernats 26 by the skin of his teeth, and with a bub on the

way, Shane needed a bit of a break from the car. Five years later, he's been enjoying fatherhood too much, so the car's been tucked in the shed waiting for the spark to reignite.

"I want to put a datalogger on it and a dry sump, but I'm 50-50 on whether I ever do a burnout in it again," Shane says. "I still love watching it, especially Flinty's stuff on YouTube, and I follow everything that's going on, but I don't know which way I want to go with it. Maybe I should put it back on the road. I didn't care when I was between 20 and 30 years old. It was either pay bills or do burnouts, so it was do burnouts. Priorities have changed now."

Oh well, maybe seeing it in the pages of *SM* will light the fire again, and even if it never sees another burnout pad, I'm sure Shane's little bloke would love to cut some laps in MR METH. 

THE ENDERLE BARN DOOR INJECTOR HAT IS A COOL TOUCH AND A REFRESHING CHANGE FROM THE APTLY NAMED BIG & UGLYS OUT THERE

SHANE PLATTS
1982 HOLDEN VH
COMMODORE SL/E
Paint: PPG Jet Black

DONK

Type: 427ci Chevrolet small-block
Inlet: The Blower Shop
Injection: Enderle 'barn door' hat
Blower: The Blower Shop 8/71
Heads: AFR 220
Valves: Ferrea 6000 Series

2.20in (in), 1.696in (ex)
Cam: Crane solid-roller
Pistons: Diamond forged
Crank: Lunati 4340 4in stroke
Conrods: Eagle forged
Radiator: Aussie Desert Cooler
Exhaust: 2.25in 4-into-1 headers, twin 3.5in exhaust
Ignition: MSD 7AL-2, MSD billet distributor

SHIFT

'Box: DTM Transmissions

Powerglide
Converter: Converter Services 3500rpm stall
Diff: Final Drive 9in, 35-spline axles, 3.0:1 gears

BENEATH

Front end: Standard
Rear end: Tubular chrome-moly arms, Strange coil-overs
Steering: Standard
Brakes: VT Commodore (f), none (r)

ROLLING STOCK

Rims: Intro Vista II; 20x8 (f), 20x10 (r)
Rubber: 225/30ZR20 (f), 275/30ZR20 (r)

THANKS

Nathan from Ron Bell's for the machine work over the years; Troy from Southside Motor Trimmers for busting his arse for a week before Summernats; Chris and Harold from Pure Grunt Performance for the late

nights and tuning; Anthony for the nights in the shed wiring the car; special thanks to Derek from Paulik Engines – he's always been there with advice and a helping hand; massive thanks to my missus for the support and putting up with my moods while I was putting it together, and for keeping the beer fridge stocked; Mum and Dad have always been there for me too, especially when I needed to borrow money!

Street
MACHINE

SUMMERNATS³³

RARE
SPARES



BLOWN SWEET BLOWN
2-3 JANUARY 2020
EXHIBITION PARK CADBERRA
AIRBOURNE ✦ BLISS DESO ✦ KERSEY
SUMMERNATS.COM.AU

Street MACHINE DRAG CHALLENGE 2019

Haltech
ENGINE MANAGEMENT SYSTEMS

K&N

TURBOSMART
Engineered to WIN

XR6Turbo
developments

PACEMAKER

TUFF
MOUNTS

CARNAGE



STORY IAIN KELLY **PHOTOS** CHRIS THOROGOOD, LUKE HUNTER, MICHELLE POROBIC & SHAUN TANNER

THUNDER -STRUCK

MORE THAN 200 OF **AUSTRALIA'S QUICKEST STREET CARS**
SPEND A WEEK FIGHTING EACH OTHER AND THE WEATHER
ON ***STREET MACHINE* DRAG CHALLENGE 2019**

Mark Johnstone's LS-powered and nitrous-assisted FC Holden was part of a large Tasmanian contingent this year. Despite being a fresh build, the early girl completed the event and ran a best of 11.15@133mph



THERE isn't a tougher test of a car's mettle (and metal) than running the insane five-day gauntlet we call *Street Machine* Drag Challenge. This is the Le Mans 24-Hour for street cars in Australia in terms of both prestige and endurance, as entrants prove who has the quickest and fastest street cars in Australia in between racking up more than 1700km on rural roads.

This year we had a last-minute itinerary change, with Swan Hill having to be dropped from the Day Two schedule. As many entrants had already booked accommodation in the area, we made the Swan Hill startline our mandatory photo stop and moved Day Two's race start at Mildura's Sunset Strip back to 4pm on Tuesday, before returning there on Wednesday. Huge thanks have to go to the Sunset Strip team for accommodating this change and getting their track prepped to perfection before spending two days and one very late, cold night battling incredible weather conditions for us.

In addition to our regular classes of Haltech Radial Blown, Turbosmart Outlaw Blown, Pacemaker Radial Aspirated, *Carnage* Outlaw Aspirated and K&N Dial Your Own, this year the decision was made to include a pair of small-tyre 235 classes, as well one just for six-pot entries. Following their success at Drag Challenge Weekend in Queensland earlier in the year, Tuff Mounts 235 Blown, Tuff Mounts 235 Aspirated and XR6 Turbo Developments Six-Cylinder were given the nod for the full-fat five-day Drag Challenge. Tuff Mounts' Jason Waye, who was one of the key drivers of the classes' inclusion, knows the popularity of these types of cars, and actually built an LS1-powered '81 Sigma to compete in 235 Aspirated just for the event!



Triple Outlaw Aspirated champ Stephen Micallef was back this year with a more relaxed ride than his usual big-block Tonner – a turbo LS HT Monaro





Rob Giangrave brought along his XR ute for his first crack at Drag Challenge. The engine is an EFI-fed 540ci big-block Ford, making a healthy 722hp at the hubs and backed by a Turbo 400. "Everything is a compromise between racing and endurance," Rob said of the ute's set-up

**THIS IS THE LE MANS 24-HOUR FOR STREET CARS IN AUSTRALIA
IN TERMS OF BOTH PRESTIGE AND ENDURANCE**



Broken Hill first-time racers Ben Brown and Darren Vartuli both garnered an 'I Survived Drag Challenge' sticker – just! They'll be back in 2020



Matt Hohenhaus made a great start to his DC '19 campaign in his 1JZ-powered XM Falcon, recording a 9.917 on Day One and putting himself into the Top 10 of Tuff Mounts 235 Blown. However, mechanical dramas on the way to Mildura saw him leave the car in Swan Hill and continue the trip in a mate's car. Next time!



LEFT & BELOW: Kevin Amey from Reaper Performance Diesel freighted his 2010 Colorado ute over from WA to run in Haltech Radial Blown. Packing a stock 4J11 3.0L four-banger swallowing 65psi from a Precision 6870 turbo, the Holden makes 550whp on pump diesel. To combat the portly Colorado's weight, Kevin fitted carbonfibre doors, front guards, bonnet and front fascia, getting the two-door down to approximately 1450kg

ENTRANTS THREW THEIR PRIDE-AND-JOYS ON THE LINE IN PURSUIT OF BRAGGING RIGHTS AND ONE REASONABLY COMFORTABLE JACKET



Graeme Horner's stunning '83 VH is a rolling tribute to his younger brother, who passed away at 16. The SL/X packs a stout 429ci LSX with twin 72mm turbos to make over 1000hp. The car did a head gasket on Day One, so Graeme decided against a quick fix and headed home to fight another day



One of the most highly anticipated cars at Drag Challenge 2019 had to be Daniel Szabolics's HQ Monaro (SM, Dec '19). With a twin-turbo 632ci big-block under the bonnet and Drag Challenge '18 Champion Frank Marchese in the passenger seat, expectations were high for the big-inch brute to rewrite DC history, though Daniel wasn't going to have it on his Pat Malone.

Drag Challenge regulars Harry Haig, Mark Drew, Brendan Cherry, Kai McPhee and Luke Foley weren't going to let Dan and Frank walk off with the tinware, and everyone was ready to PB. There were also dark-horse contenders in the form of Jason Ruby's no-prep-winning, all-wheel-drive turbo six-pot Nissan Silvia, as well as Albury-Wodonga's Daniel Drury, who'd bought Lorenzo Gullotto's seven-second VL as a roller and fitted a big-inch twin-turbo LSX combo.

As the banter swirled around social media in the lead-up to DC19, we knew we were going to watch a bunch of super-committed car enthusiasts throw their pride-and-joys on the line in the ultimate pursuit of bragging rights and one reasonably comfortable jacket. But we couldn't have imagined the absolute epic saga that was going to be thrown our way, as Drag Challenge 2019 gave us soaring highs, crushing lows, and victory plucked from the jaws of defeat.



ABOVE: Tassie lad Tim Sullivan ran a 9.40@148mph pass on Day One in his rear-mount turbocharged big-block HJ ute, but broke a rocker stud pedestal during his burnout on Day Two. "We welded it back up, but it broke again and we were out of the game," Tim said. "We got it running on Wednesday morning, but didn't want to risk it, so we ordered the right parts and had it all fixed on Thursday, ready to make some passes at Calder on Friday. We drove it all the way home too, so I'm very happy with that! I'm hoping to get it into the low nines and then the eights once I lighten the old girl up bit"



DAY 1 - CALDER PARK

IT WAS all systems go for Drag Challenge 2019 early on Monday, 11 November as more than 200 racers filed past Calder Park's NASCAR on the shipping container and under the Bob Jane Xenon Tyre bridge.

Mark 'Bushy' Busscher stamped his authority on *Carnage Outlaw Aspirated* from the outset, running 9.85@135mph to head last year's class winner, Daniel Cassar, who pulled a 10.18@132mph in his three-window hot rod. Five-time Pacemaker Radial Aspirated class winner, Alon Vella, brought his 450-cube Capri back to try and make it six on the trot, starting with a solid 8.49@160mph to lead Peter Haravitsidis' Falcon running 9.59@106mph at the end of Day One.

The new 235 Aspirated and Blown classes, sponsored by Tuff Mounts, saw ferocious competition from the very start, as the small-tyre guys duked it out hard. Dominic Pelle's turbo LS Sigma led 235 Blown with an 8.86@155mph from Todd Foley's blown LS VH, which stopped the clocks at 8.88@154mph, while the 9.15@152mph

from Mark Arblaster's turbo 5.3L LS Valiant hardtop kept him in the game. In Tuff Mounts 235 Aspirated, Nathan Ghosn, Aaron James and Donnie Zurcas were all split by hundredths of a second as Nathan's 9.75@140mph beat Aaron's Valiant's 9.87@138mph, with Donnie in his Capri nailing a 9.96@133mph to stay right in the hunt.

Painted in lurid magenta, George Lyras's Barra-powered TC Cortina kicked off the new XR6 Turbo Developments Six-Cylinder class with a rocketing 8.81@148mph, beating Tasmania's Chris Palfreyman, who ran 9.14@160mph in his Barra XD. Danny Bresciani's R33 Nissan Skyline wasn't far behind with a 9.46@146mph, with Warick Meldrum's Barra-powered, Harlequin-painted Valiant Regal fourth with a 9.81@143mph.

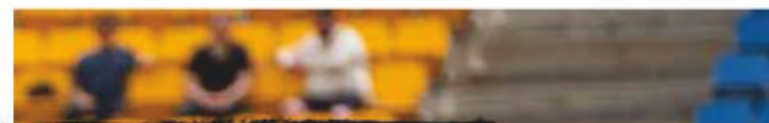
Brendan Cherry has been refining his turbo big-block, big-tyre VL Calais, and after running a seven earlier in the year at Grudge Kings, the Turbosmart Outlaw Blown contender backed it up with a 7.79@180mph early in the piece to earn himself a red hat, signifying his entry into

1> Immediately after setting a 9.59sec PB, Radial Aspirated competitor Peter Haravitsidis's 440ci XY Falcon went into lock-up as it hit the braking zone, blowing out both front tyres. The car was left with a broken splitter, mangled guard and wrecked side trim. Undeterred, Peter pushed on, holding out against Jarrod Wood's Falcon for second place in class

2> Marcus Howe and his crew from Tassie had another stab at DC in his immaculate XW Falcon. He ran a best of 9.55 and finished seventh in Turbosmart Outlaw Blown

3> Matt Grubisa built an HJ ute for DC '19, packing twin 68mm snails on a forged 408ci iron LS. But after running 8.90@140mph on Day One, he had to withdraw. "I lost top gear and reverse on the second pass," he explained. "We could have fixed it, but we decided to head home when all the bushfire warnings came out for near my place"

4> With around 650 flywheel horses, Kevin O'Neill's SBC-powered FE Holden is capable of 10s, but no rollcage meant the lads had to back off a little: 11.04 was the result during Friday night's last blast



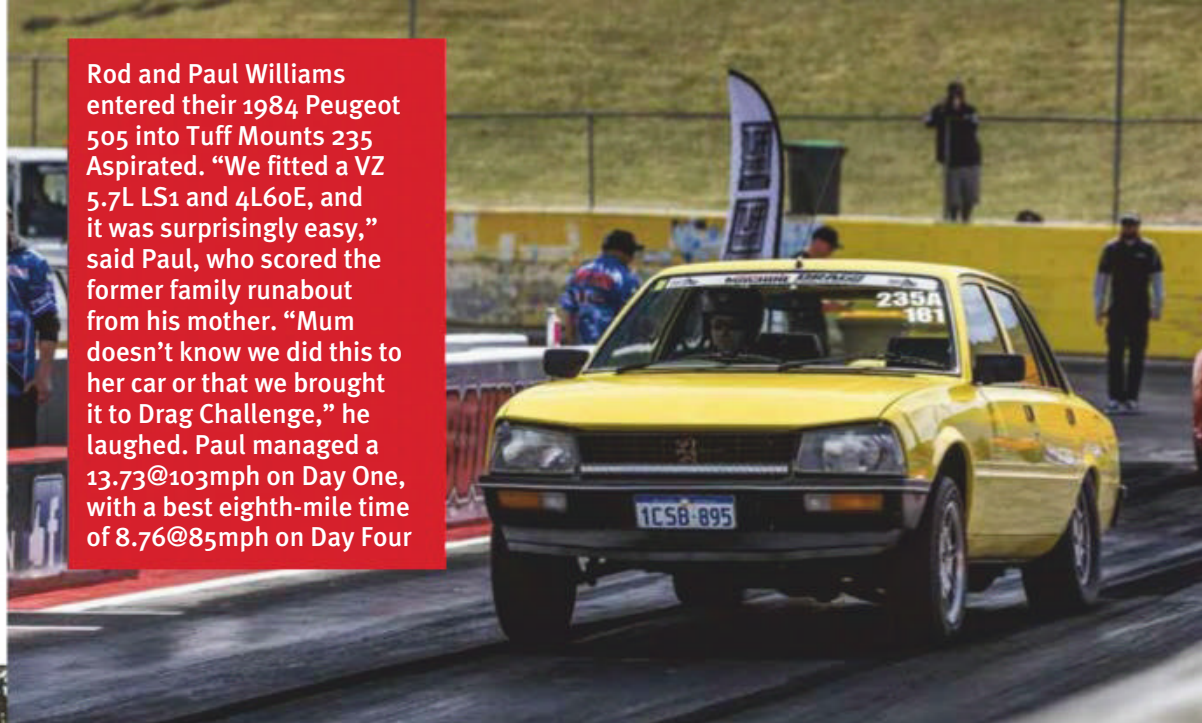
THE NEW TUFF MOUNTS 235 ASPIRATED AND BLOWN CLASSES SAW FEROCIOUS COMPETITION FROM THE VERY START



If Jamie Knight's HZ Premier looks familiar, that's because it was a former *SM* feature car in the hands of its previous owner, Steve MacGregor. Steve had the car running hard with an aspirated Holden V8, but Jamie has gone for turbo LS power and ran a best of 10.339



1



Rod and Paul Williams entered their 1984 Peugeot 505 into Tuff Mounts 235 Aspirated. "We fitted a VZ 5.7L LS1 and 4L60E, and it was surprisingly easy," said Paul, who scored the former family runabout from his mother. "Mum doesn't know we did this to her car or that we brought it to Drag Challenge," he laughed. Paul managed a 13.73@103mph on Day One, with a best eighth-mile time of 8.76@85mph on Day Four



Daniel Kemlo's Barra-powered Datsun 260Z wasn't the quickest car in Tuff Mounts 235 Blown, but it did crack the 11s at Calder with an 11.88. The stock FG motor is backed by a ZF transmission



2



3



4

Drag Challenge regulars Jason Davidson and Steve Nightingale both ran low 11s all week, with Jason's Tonner squeaking into the Top 10 of K&N DY0 to boot



Dom Luppino is well-known for his exploits in his Outlaw Radial Mustang, but he brought his 440ci ZD Fairlane to DC '19. "It's practically a one-owner car, because Dad bought it brand new," Dom said. "It's 48 years old, just like me! Dad gave it to me when I was 18, and I've had it ever since. I used to drive it to the track, run 10.60s and drive home. I moved up to a proper race car 15 years ago, and the Fairlane's been a streeter ever since"



DANIEL SZABOLICS DELIVERED DRAG CHALLENGE'S QUICKEST AND FASTEST PASS SO FAR, WITH A 7.35@197MPH

The original plan for Drag Challenge 2019 was to run Day Two at Swan Hill's quarter-mile. Track issues forced us to run two days at Mildura instead, but we still stopped off at Swan Hill Raceway en route as the mandatory checkpoint. Fingers crossed the track is open again soon!





Having overcome the challenges of a peaky turbo motor and small tyre under a full-weight car (his famous L33-powered POR440 VG Valiant), Mark Arblaster then had a turbo problem later in the week. A replacement turbo was air-freighted from Sydney to Portland – but was the wrong one. In the end, the old hairdryer survived long enough to secure Mark third place in Tuff Mounts 235 Blown

1> One of the prettiest cars at Drag Challenge was Gino Aiello's '70 Chevelle, which ran mid-10s over the quarter and as quick as 7.11 over the eighth-mile. It's powered by a Magnuson-blown LSX454 – search whichcar.com.au/streetmachine for the full feature

2> Gearbox dramas put paid to Corty Haig's assault on the Tuff Mounts 235 Blown class, but he still completed the event and ran a best of 9.804. There aren't too many 16-year-olds (or adults for that matter) who can say they've finished Drag Challenge and Drag Week in one year!

3> Matt Lampard's smile was welded to his face all week, with his LUMPER HZ cracking the sevens for the first time and rounding out the Top 10 overall

4> Adrian Nicholls's '73 Camaro cut a fine figure at Drag Challenge, powered by a lumpy 350 and running as quick as 11.61. Adrian was initially planning on bringing his other car, a turbo LS-powered VK that doubles at a charity bash weapon, specifically the Riverina Redneck Rally

the exclusive Drag Challenge Seven-Second Club. Harry Haig then wheeled the 'Pops' HQ to the startline and reeled off a 7.60@186mph to take the class lead into Day Two.

Not to be outdone by the big dawgs, the forced-induction 275-tyre crowd in Haltech Radial Blown weren't sitting on their hands, as Kai McPhee had his turbo LS VC Commodore on a mission, running 8.08@174mph, and Luke Foley's VH jetting to an 8.18@175mph. It wasn't a happy day for Mark Drew, who killed the twin-turbo 427ci LS in his Crusty Torana. He'd only just rebuilt it the week before DC kicked off after hurting it at a recent test day at Swan Hill.

However, there was one machine in Radial Blown that couldn't be topped on Day One.

Daniel Szabolics set the pits on its ear when he went out for his second hit. After violently turning the tyres on his first hit, the next run stuck and delivered Drag Challenge's quickest and fastest pass so far with a 7.355@197.48mph, taking the record from Frank Marchese. He proved it wasn't a fluke, backing it up with a 7.350@197.74mph to lead the Overall and Haltech Radial Blown scoreboards by day's end.

As the crews rolled out of Calder and into the searing afternoon heat, some chose to use their overnight accommodation 320km away in Swan Hill. However, a hardy bunch elected to risk the roos and breakdowns in the middle of the night to push through the darkness and stay in Mildura, more than 520km away.



DAY 1

Haltech Radial Blown: **DANIEL SZABOLICS – 7.35**
 Turbosmart Outlaw Blown: **HARRY HAIG – 7.603**
 Pacemaker Radial Aspirated: **ALON VELLA – 8.497**
 Carnage Outlaw Aspirated: **MARK BUSSCHER – 9.853**
 Tuff Mounts 235 Blown: **DOMINIC PELLE – 8.865**
 Tuff Mounts 235 Aspirated: **NATHAN GHOSN – 9.58**
 XR6 Turbo Developments Six-Cylinder: **GEORGE LYRAS – 8.81**
 K&N Dial Your Own: **BRETT MCDONALD – 9.709**



DAY 2 - MILDURA

THANKS to many competitors (and SM staff) spending Monday night 300km away from Mildura in Swan Hill, Tuesday's racing kicked off at 4pm. While we'd had hot temperatures leaving Melbourne, Day Two dawned much cooler and with strong winds that kicked up ferocious dust storms across the top of Victoria.

It caused havoc with preparations at Mildura's eighth-mile Sunset Strip, where blasting winds and swirling dust shut racing down for a spell. The first cars making passes found it hard to hook up off the line, but the track crew worked tirelessly to clean and prep the track.

K&N DYO really started heating up, with drag racing greenhorn Nick McNeil squeaking into the lead, with his 393ci Clevo-motivated XD Falcon running an 11.332 on Day One to follow up with a 7.286 on Day Two. Once multiplied by 1.555, Nick's eighth-mile time equated to an 11.329 on the quarter.

Chasing the Adelaide local down was Scott

Rowell in an immaculate '71 Fairlane, also powered by a 393ci Blue Oval V8, sitting just 0.006sec off his dial-in, while DC veteran Steve Grima was nipping at their heels in his turbo LS VK Calais.

Todd Foley and Dominic Pelle stepped up their battle for the lead of Tuff Mounts 235 Blown, with Dominic's 5.848 not quite enough to stop Todd's 5.703, taking the lead from Dom by 0.127sec.

Tuff Mounts 235 Aspirated also had a ding-dong battle playing out as Nathan Ghosn, Aaron James and Donnie Zurcas all cut laps within a few tenths of each other. Nathan's Capri held the lead of the small-tyre aspo class by just 0.139sec from Donnie's Capri, who snuck past Aaron's Valiant Regal by six-hundredths of a second!

In the XR6 Turbo Developments Six-Cylinder class, Chris Palfreyman's XD Falcon survived an encounter with Skippy on the road leg to Swan Hill on Monday night, though not without some scars to the front end. Chris wasn't to

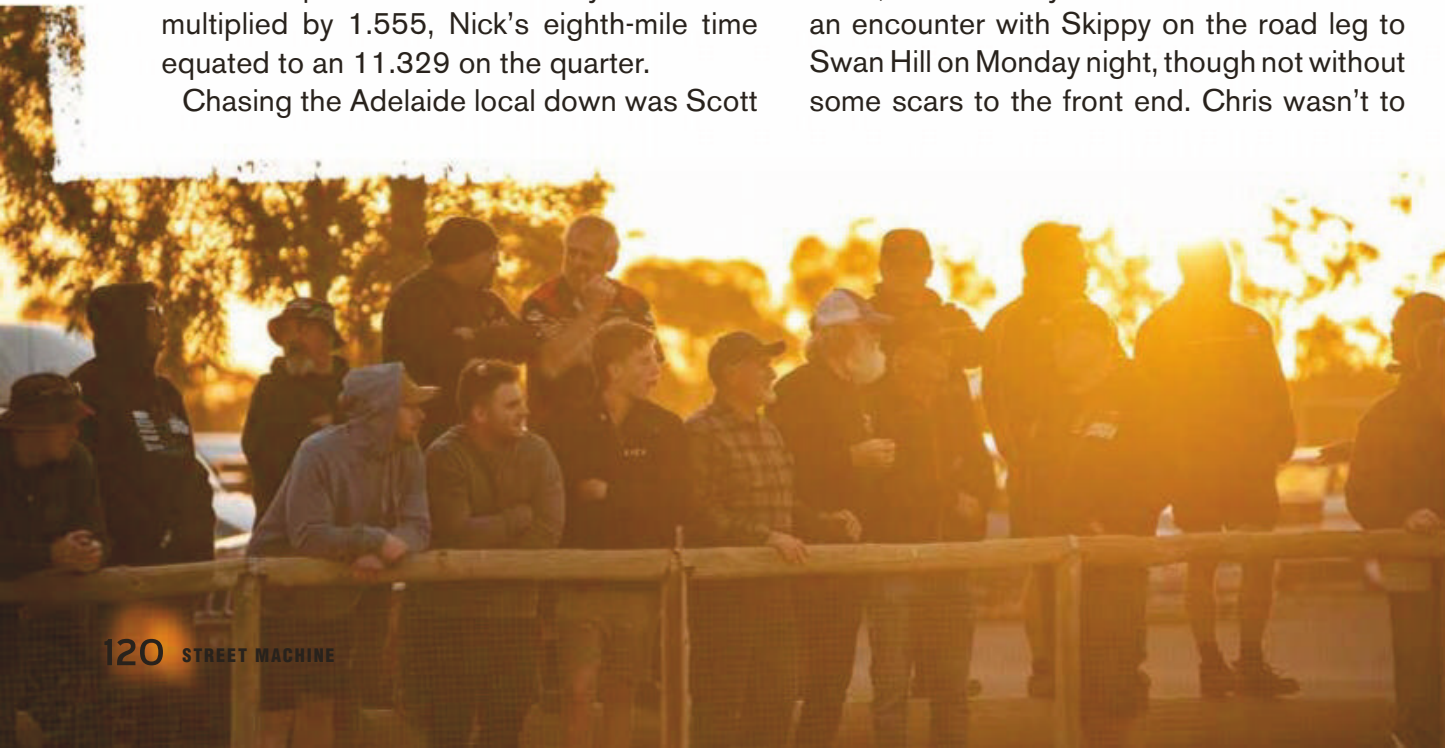
1> Clive Polidano and crew at the Day Two checkpoint, the derelict Queen Bee Roadhouse in Ouyen

2> Former Quickest Mopar winner Jon Mitchell wasn't so lucky this year in his monstrous Hemi-powered Dodge Challenger. After a wheelspinning 10.2 on Day One, transmission issues befell the imposing coupe at Mildura's Sunset Strip, putting Jon out of contention

3> Keith Hards's Camaro is a staunch bit of gear and finished fourth for the second year in a row in Pacemaker Radial Aspirated, dipping into the nines at Calder on Day Five

4> Daniel Cassar's preparation was far from ideal. Last-minute dramas with his planned Drag Challenge car took it off the road, forcing him to reassemble his '33 coupe with whatever was on hand and fire up the small-block Chev the night before registration. Even so, he was all smiles after a second-place finish in Outlaw Aspirated

5> The Haltech boys brought their Ford G6E FG Turbo to take on the XR6 Turbo Developments Six-Cylinder class, with Mitch Smith at the wheel. They destroyed a tailshaft on Day Two, but the owner of a local GE was willing to park his car and donate the tailshaft until the boys could get back down to Melbourne on Friday, where Maxx Performance had an upgraded unit ready to go. The Haltech crew were able to keep their pace consistent to finish sixth in class, with a pair of 10.6s on Days One and Five at Calder and low-7sec eighth-mile runs in between. Check out the build series for this car on the Haltech YouTube channel





BLASTING WINDS AND SWIRLING DUST SHUT RACING DOWN FOR A SPELL. THE FIRST CARS MAKING PASSES FOUND IT HARD TO HOOK UP



Charlie Attard's LC in cruise mode; that is, running with a single carby and pump 98. Once at the track, Charlie and crew go through a 45-minute procedure to swap the induction over to a 6/71 blower and injector hat, hooked up to a methanol fuel system! Check it out in more detail on page 182



KAI McPHEE EDGED OUT BRENDAN CHERRY FOR THE NIGHT'S BEST TIME, WITH KAI'S TURBO LS COMMODORE RUNNING 5.115



1> Elvio Gonzalez was back at DC in his rear-mount turbo, LS-powered Capri. The little weapon went a best of 8.15sec on Day Five to run 9th in Haltech Radial Blown and 12th overall

2> Dan Szabolics did plenty of laps on Day Two in his awesome twin-turbo fat-block HQ coupe, running a best time right at the end of play with a 5.29. He finished just ahead of Jason Ruby's all-paw turbo six-pot Nissan Silvia, which clocked 5.40

3> Legendary engine builder George Haddad ran his XR Falcon in this year's Pacemaker Radial Aspirated class. Built in 2005, the former SM feature car currently packs a 440 Windsor with Cleveland-style heads, good for a reliable 10.2sec quarter through its Powerglide and 9in. This year's Drag Challenge may prove to be the car's last hurrah, with a new, wilder Falcon in the works for George's next tilt

4> Dean Soderblom's LSA-powered Torana nailed a new PB at DC on Day Five, a 9.56@135mph. It is a neat combo, with a VCM cam, flex-fuel, manifold spacer and overdrive pulley. Mods for this year included new AFco suspension by Shane Marshall

5> Carl 'Chevy' Taylor's bubbletop '62 Bel Air took home third place in Outlaw Aspirated, running down the long country kilometres with ease. Chevy's background in bracket racing made for a consistent week on the strip, turning over comfortable mid-10sec passes in the 1800kg, 540-cube beast

Shepparton's Donnie Zucas and his Ford Capri placed third in Tuff Mounts 235 Aspirated, posting a 38.839sec combined time by week's end. The Capri was new to Drag Challenge this year; Donnie has participated in the past in a 434ci small-block Chev-powered EK Holden



DAY 2
Haltech Radial Blown: **DANIEL SZABOLICS - 12.648**
Turbosmart Outlaw Blown: **HARRY HAIG - 12.804**
Pacemaker Radial Aspirated: **ALON VELLA - 14.179**
Carnage Outlaw Aspirated: **MARK BUSSCHER - 15.996**
Tuff Mounts 235 Blown: **TODD FOLEY - 14.586**
Tuff Mounts 235 Aspirated: **NATHAN GHOSN - 16.159**
XR6 Turbo Developments Six-Cylinder: **GEORGE LYRAS - 15.213**
K&N Dial Your Own: **NICK McNEIL - 0.003**

be deterred and blasted a 6.32@116mph on Tuesday night to bring himself within 0.25sec of George Lyras's TC Cortina, which ran 6.40@99mph to retain the class lead.

Mark Busscher's super-vocal Tonner retained its lead in *Carnage* Outlaw Aspirated with a 6.14@109mph, while Alon Vella's aspirated Capri also built a handy lead in Pacemaker Radial Aspirated with a 5.68@122mph, besting his nearest rival by seven-tenths of a second.

By 9pm, as the ambient temperatures dropped to be brutally cold, the track was red-hot and the lanes were thick with cars all wanting a piece. And the spectators were rewarded with some wildly close racing.

Kai McPhee edged out Brendan Cherry for the night's best time, with Kai's turbo LS Commodore running 5.115@138mph against

Cherry's big-block VL's 5.117@143mph. They were up against stiff competition from Harry Haig's big-block HQ going 5.20@130mph, with Luke Foley running 5.22@135mph in his VH Commodore.

Matt Lampard had the LUMPER HZ on a mission, belting out a 5.25@140mph as the clock crept towards the 11:30pm knock-off time. Dan Szabolics did plenty of laps in his awesome twin-turbo fat-block HQ coupe, running a best time right at the end of play with a 5.29@134mph, finishing just ahead of Jason Ruby's all-paw turbo six-pot Nissan Silvia, which clocked 5.40@134.

The night concluded past midnight, with arctic winds freezing the pits, but that was no deterrent for Kai McPhee to unleash the 'Creswick Sausage' in a nudie run around the pits.



DAY 3 - MILDURA



ABOVE: After a massive Day Two dealing with the effects of a dust storm, the hard-working Mildura track crew were tested again by a massive oil-down

1> Greg Richards's nitrous SBF-powered Fairlane sounded meaner than ever and ran as quick as 9.514 at Calder on Day Five. What a car!

2> Luke Foley's VH ran DC in full street trim and added a family cruise from Geelong on the Sunday just for the hell of it! Luke ran fifth overall and nabbed his seven-second hat too

3> One of three Sigmas at the event, Brett Lowings's example was finished just before DC and packs an LS turbo set-up. Brett ran a best of 9.034 on Day Five, finishing a creditable 15th in Haltech Radial Blown

4> Gavin Edmonds was back this year in his head-turning '34 Ford pick-up. Built over three months for last year's Drag Challenge, the nitrous-fed, first-generation 354 Hemi is matched to a New Process 'box. Gavin said that while surviving was his primary goal, running under last year's flat 12s "would be nice". A 12.3 best was his reward this time around

WHILE there was no road leg on Tuesday evening, the day's weather-related delays meant the Mildura track stayed open until 11:30pm so everyone got a run. Then, the DC entrants had to front at the track at 8am on Wednesday for Day Three's racing, with a monster road leg looming over them in the afternoon.

The K&N DY0 class kicked off the day's action, with times split by thousandths of a second. Tony Muscara's Whipple-supercharged 2016 Mustang was 0.0026sec off his dial-in, trailing DC veteran Steve Grima, who was only 0.019sec off his nominated time. If either faltered, the carb-equipped LS1 HQ Tonner of Jason Davidson was just 0.004sec off taking the lead in the class.

Mark Busscher backed up his 6.14@109mph from Tuesday with a 6.15@108mph on Wednesday, still leading Daniel Cassar by 0.573sec. It wasn't quite as close in Pacemaker Radial Aspirated, as Alon Vella closed in on his sixth consecutive Radial Aspirated class win;

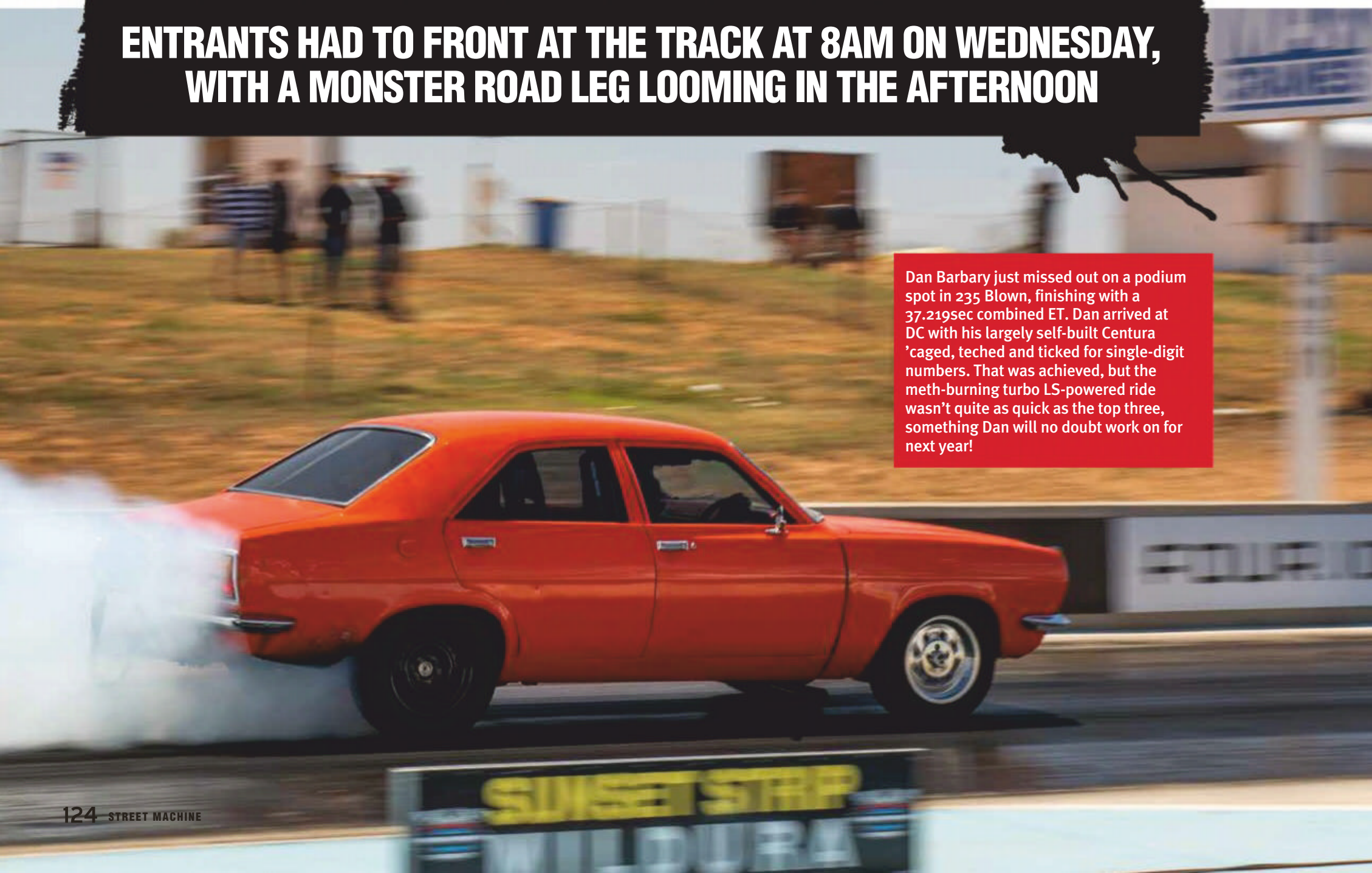
his 450ci Capri's 5.53@124mph was 2.42sec ahead of Peter Haravitsidis in second place. The XR6 Turbo Developments Six-Cylinder category was still led by George Lyras, with his 5.80@121mph besting Chris Palfreyman's 6.21@119.

The Tuff Mounts 235 Blown battle for first and second was split by three-tenths of a second after three days' racing, with Todd Foley's TVS-blown VH Commodore heading Dominic Pelle's turbo LS Sigma, 5.65@123 playing 5.87@124. Should either fail to make it to Portland, Mark Arblaster in his turbo 5.3 LS Valiant and Daniel Barbary's Chrysler Centura were both waiting to slide past.

Tuff Mounts 235 Aspirated was also tighter than a wire walker's coit at the end of Day Three, with first and third split by just 0.054sec. Nathan Ghosn ended the day on top of the class with 6.21@111mph, while Aaron James' Valiant's 6.29@110mph was slower than Donnie Zurcas's 6.19@112mph.

Wayne Cartledge's Cortina let everyone at the track know it was hurt after it holed a piston

ENTRANTS HAD TO FRONT AT THE TRACK AT 8AM ON WEDNESDAY, WITH A MONSTER ROAD LEG LOOMING IN THE AFTERNOON



Dan Barbary just missed out on a podium spot in 235 Blown, finishing with a 37.219sec combined ET. Dan arrived at DC with his largely self-built Centura 'caged, teched and ticked for single-digit numbers. That was achieved, but the meth-burning turbo LS-powered ride wasn't quite as quick as the top three, something Dan will no doubt work on for next year!





HARRY HAIG BECAME THE SECOND DRAG CHALLENGE COMPETITOR TO JOIN THE FOUR-SECOND CLUB, WITH A 4.90@151MPH

One of the most talked-about cars at DC '19 would have to be Bruce Christian's FJ Land Cruiser, powered by a nitrous-equipped small-block. Bruce drove it across from South Oz for the start of the event and back again afterwards. The car is wild on the track, but nevertheless, Bruce is thinking blower for 2020!





ABOVE: Our checkpoint for Day Three was the Rosebery Art Silos, featuring the work of artist Kaff-eine. The Day Three route was the most arduous of the event, at around 600km!

1> Peter Haravitsidis's Factory Five '33 coupe tips the scales at just one measly tonne, the bone-stock L98 pushing it down the strip in low 12s, with Jim Sakellaris behind the wheel all week at DC. The 'box is a six-speed manual, with a Mustang 8.8in live axle out back controlled by a three-link and coil-overs

2> David Best brought his brutally tough VY over from Tassie for another stab at Haltech Radial Blown. He started out hot, with a 8.97 at Calder on Day One, but dropped a valve on Day Four

3> Probably the most spectacular car of Drag Challenge 2019 was the nitrous big-block Capri of Mark Whitla and Darby Hamilton. The boys ran fourth overall in Turbosmart Outlaw Blown and are promising to up the ante next year

4> Dominic Pelle kept Tuff Mounts 235 Blown winner Todd Foley honest, nipping at his heels all week in his E85-fed turbo LS-powered '79 Sigma. Dom was a hair's breadth in front of the class after Monday's racing, and remained at the pointy end all week, despite having limited ability to tweak his car. He finished the week with a respectable 35.26sec cumulative time

and smoked out the return road. Wayne was a contender for Spirit of Drag Challenge after he got back to the pits, realised he was done and then gave his transmission to Danny Bresciani, whose R33 Skyline had hurt its gearbox.

Haltech Radial Blown saw numerous low five-second ETs, with Kai McPhee again topping the class with a 5.13@140mph ahead of Daniel Szabolics going 5.17@139mph. Riccardo Pontonio's new MPW Performance-built turbo LSX VK was next-quickest at 5.24@137mph, with Daniel Drury hot on his heels clocking 5.27@128mph, MPW's Luke Foley running 5.30@139mph, and Brandon Zito handing in

a slip reading 5.31@137mph.

The first four-second pass on an eighth-mile track in DC history was a 4.97 run by Lorenzo Gullotto at Mildura in 2018, and this year Harry Haig became the second member of the Four-Second Club. His 4.90@151mph seemingly came out of the blue, and was the only four run on an eighth-mile at DC '19. This meant that, leaving Mildura on a 600km south-bound odyssey to Portland's South Coast Raceway eighth-mile strip, Harry was in the lead of both Outlaw Blown and Overall at Drag Challenge 2019. However, with Pops's infamous allergy to on-road reliability, the pressure was on.



DAY 3

Turbosmart Outlaw Blown: **HARRY HAIG - 17.176**
 Haltech Radial Blown: **DANIEL SZABOLICS - 17.821**
 Pacemaker Radial Aspirated: **ALON VELLA - 19.709**
 Carnage Outlaw Aspirated: **MARK BUSSCHER - 22.148**
 Tuff Mounts 235 Blown: **TODD FOLEY - 20.239**
 Tuff Mounts 235 Aspirated: **NATHAN GHOSN - 22.375**
 XR6 Turbo Developments Six-Cylinder: **GEORGE LYRAS - 21.019**
 K&N Dial Your Own: **STEVE GRIMA - 0.019**

Harry Haig and POP666 made it to Portland, thanks to the generosity of the Szabolics crew, who donated a rocker arm after the HQ spat one en route



DAY 4 - PORTLAND

THE huge road leg south from Mildura to Portland thankfully escaped the rains that plagued DC 2017, but it wasn't without its carnage. Harry Haig's HQ broke a rocker as he was leaving Mildura. After calling around the troops, Harry located a spare rocker, but it was in the toolbox of his closest competitor, Daniel Szabolics.

Following a conversation with Daniel's co-driver Frank Marchese (the man who narrowly beat Harry for the DC title last year), an agreement was reached. Frank would leave the rocker at the grain silos that acted as the mandatory stop on that road leg, but the Dandy Engines guru would make Harry work to get it: he zip-tied it to a ladder up the side of the silos!

This required some serious spider-monkey acrobatics from Jesse Adams, the American legend driving Jamie Farmer's 'Dirty Bird' Falcon ute, and the first international driver

taking part in Drag Challenge. This display of humour and goodwill exemplified not just the camaraderie between drivers on Drag Challenge, but the spirit of the teams, track officials, local townsfolk, and even the cafeteria staff feeding hungry racers on the week-long torture test.

It wasn't the only problem Harry and the Pops team faced, but they were well and truly past it by the time they cruised through the gates of Portland's South Coast Raceway on Thursday morning. Rolling showers frustrated racers all day, but the Portland track staff once again rose above it, dutifully prepping the track beautifully after each passing rain squall.

Dominic Pelle got one past Todd Foley in Tuff Mounts 235 Blown, running 5.742@125mph to Foley's 5.749@119mph, though the latter retained the class lead. The Tuff Mounts 253 Aspirated battle saw third-placed Donnie Zurcas overtake Aaron James in second by

1> Noel Inman had a successful Drag Challenge in his wild Model T, running low 11s without a hitch. For his next trick, Noel did the Geelong Revival a couple of weeks later and ran the quickest pass of the day!

2> Andrew Natoli's VK ran fifth in Outlaw Aspirated, with a best of 10.72 at Calder and a 6.78 at Portland

3> Jason Waye is bossman of 235 Aspirated class sponsor Tuff Mounts. For most of this year, he was elbows-deep in a Barra-powered Mustang build, but when he realised it might not be finished in time for this year's DC, he installed a lightly tickled LS V8 and matching four-speed auto into a 1981 Mitsubishi Sigma. From a first run of 13.3 followed by a set of 12.8s on Monday, the Sigma improved to an 11.84 on Friday at Calder

4> Danny Bresciani's RB-powered R33 Nissan Skyline kept the Barra boys honest in the Six-Cylinder class all week, with 9.17@151mph on Day Five securing his third-place finish. Danny's auto let go on Day Three, but fellow competitor Wayne Cartledge set about pulling the 'box out of his stricken Cortina to throw in the Skyline so Danny could get through the week

5> Tim Rhone's home-brewed, twin-turbo SBF-powered XP just keeps getting quicker, running a best of 6.12sec over the eighth-mile and almost dropping into the eights on Friday night at Calder with a 9.18sec pass





DOMINIC PELLE GOT ONE PAST TODD FOLEY IN TUFF MOUNTS 235 BLOWN, RUNNING 5.742@125MPH TO FOLEY'S 5.749@119MPH

Jason Davidson's Tonner bottomed out on a peak in the road and pulled the sump plug clean out! A little teamwork saw the LS-powered rat back on the road to complete the event





Kai McPhee's VC Commodore revelled in the eighth-mile action, putting down a blistering 5.274 to top the Haltech Radial Blown list for Day Four

DAN SZABOLICS WON THE HARD LUCK AWARD OF THE DAY, AS HE PULLED INTO STAGE TWICE ONLY TO BE PUSHED BACK BY RAIN



NO BULL

AS DAN Szabolics and Frank Marchese battled inclement weather conditions at Portland, the grinders came out on Dan's immaculate HQ Monaro (right). With over 2500rwhp and only a 275 radial tucked under the rear end, getting the 3800lb coupe off the line proved to be one of the biggest challenges of the week.

The bullhorn exhausts the HQ runs at the track were sliced off at the bottom of their turn in order to shoot the exhaust directly out the side instead of up beside the front end. "We are trying to reduce the amount of downforce pushing the nose of the car down on the launch," said Frank during the event. "We need more weight transfer to get the car off the line, and we think, maybe, that sending the exhaust straight out the side rather than up in the air might help get the car out of the hole by improving the weight transfer."

Despite their best efforts, the experiment didn't provide a magic-bullet solution for the lack of traction off the line. By the time gates opened at Calder Park for Day Five, the bullhorns had been welded back together, as the lads had thought to pack a TIG welder in Dan's trailer.



1> First-time DC entrant Tom Wright snared second place in DYO with his bronze turbo-fed LSX HG Premier. Tom finished the week 0.05865sec off his 11.193sec dial-in, but he headed home before presentations, as he reckoned he wasn't close enough for a podium position!

2> The Whitla/Hamilton Capri gave the Portland wall a real hard look, but driver Mark Whitla wasn't worried. "The anti-roll bar came free on my pass, but I wasn't too worried. It was like the old days when we used to race without one! I loved it!"

3> Jason Kenny's VN clocked the wall at Mildura, requiring some cosmetic touch-ups and repairs to the front suspension. The team fought back at Calder on Day Five to record an event-best of 8.46@166mph before rain stopped play. That was enough for sixth in Tuff Mounts 235 Blown

4> Queenslander Bill Martland brought his VR SS a long way for Drag Challenge and drove the pants off the thing! Massive skids and mid-11s were the order of the day

5> Getting to Calder on Day Five was a mission for Kevin Amey and the Reaper Performance boys. "We did a converter seal and couldn't get one locally, so a mate brought one over from Perth on the plane," crew member Steve Lundy said. "We couldn't get a hire car, so we bought a Ford Territory so Kevin could grab it from Melbourne while I stayed behind at the track and waited!"

6> Jesse Davidson and his misso Kimberley had a crack at DC last year in their HT wagon, but unfortunately didn't go the distance. They were back this year with this characterful HG ute, competing in *Carnage Outlaw Aspirated*. It runs a carby-fed, 403ci stroker LS that drinks E85 at the track and pump fuel on the street



DAY 4

Turbosmart Outlaw Blown: **HARRY HAIG - 22.768**
Haltech Radial Blown: **DANIEL SZABOLICS - 23.41**
Pacemaker Radial Aspirated: **ALON VELLA - 25.391**
Carnage Outlaw Aspirated: **MARK BUSSCHER - 28.319**
Tuff Mounts 235 Blown: **TODD FOLEY - 25.988**
Tuff Mounts 235 Aspirated: **NATHAN GHOSN - 28.568**
XR6 Turbo Developments Six-Cylinder: **GEORGE LYRAS - 26.755**
K&N Dial Your Own: **STEVE GRIMA - 0.02699**

0.213sec, just 0.131sec off class leader Nathan Ghosn.

Alon Vella was in control of Pacemaker Radial Aspirated, with a 5.68@124mph giving him plenty of breathing room, while Bushy was also out in front of *Carnage Outlaw Aspirated* thanks to a 6.17@109mph pass, giving him a lead of nearly a second.

Despite the best efforts of the Portland staff, the big dogs of Haltech Radial Blown and Turbosmart Outlaw Blown found the weather and track conditions tricky, battling rain and cold temperatures. In Outlaw Blown, Harry Haig pulled a rabbit out of the hat with a 5.05@140mph, just edging Brendan Cherry's 5.09@147mph, while in Radial Blown, Kai McPhee's 5.274@137mph was closely

followed by Luke Foley's 5.279@136mph and Riccardo Pontonio's 5.28@137mph.

Dan Szabolics won the hard luck award of the day, as he pulled into stage twice only to be pushed back as rain started falling on the track, hurting his chances of challenging for the outright win. He was still leading Haltech Radial Blown, thanks in part to a 5.58@130mph, but it was going to require a six-second pass on Day Five for Dan to take the win. That said, if anyone was in the box seat to run such a time, the immaculately prepared twin-turbo 632ci HQ was definitely the car to do it.

Yet again, after four epic days of racing, Drag Challenge would finish with a knock-'em-down, drag-'em-out fight.



consentent.

DAY 5 - CALDER PARK

THE final leg of Drag Challenge 2019 was the day all the Page-Up keys on tuners' keyboards died. Throughout the pits, cars were turned to 11 and being set to kill, as everyone had their eyes on a PB or class win. The only thing threatening to dampen the fun was the rain, which caused one delay during the afternoon.

K&N DYO yet again went down to the wire, with first-time DC entrant Paul Turner running his LS1-powered HQ only 0.05228sec off his 11.396sec dial-in, besting another DC first-timer, Tom Wright. Tom's turbocharged 6.2-litre LSX HG Prem jumped up from fourth to finish second, a scant 0.05865sec off his 11.193sec dial-in after five epic days of tight racing.

Mark Busscher's HQ Tonner edged Daniel Cassar's '33 Ford for the win in *Carnage* Outlaw Aspirated, with Carl Taylor's awesome '62 540ci W-powered Bel Air bubbletop coming in third. Pacemaker Radial Aspirated has become Alon Vella's playground, and the

Sydneysider wrapped his sixth consecutive win in the class, coming home more than four seconds clear of second-placed Peter Haravitsidis.

The XR6 Turbo Developments Six-Cylinder class was tight at the end, with George Lyras pulling an 8.97@151mph in his neat TC Cortina to get the wood over a fast-finishing Chris Palfreyman in his wicked Barra XD, who ran 8.71@157. Despite it being a PB, it wasn't enough for Chris to close the gap to George in the class standings.

Nathan Ghosn's 370ci Windsor-powered Capri was only five-tenths ahead of Aaron James in Tuff Mounts 235 Aspirated by the end of the week, but his 9.80@139mph was enough to seal the win over Aaron's 528ci Valiant Regal. Donnie Zurcas finished third in his 388ci Chev-powered Capri, which was a fresh build at DC, having previously campaigned a 434ci small-block Chev-equipped EK Holden.

The other small-tyre class, Tuff Mounts 235

1> Jamie Farmer met US racer Jesse Adams while filming *Horsepower Wars* and invited him to Australia to pilot Jamie's 'Dirty Bird' Falcon. Jesse completed the event – and helped Harry Haig retrieve the vital rocker arm left for him up a grain silo by the Szabolics team!

2> Queen of DYO consistency Alysha Teale set herself an 11.29@121mph on Day One at Calder in her matte-black HQ, which had her chasing a 7.621sec run at Mildura's eighth-mile on Day Two. Unfortunately she ran too quick, with a best of 7.179sec placing her in 33rd in class. "I'll keep going; I'm pretty determined," Alysha said. Sure enough, she improved her position through the week to finish 15th in class

3> Con Rozokos and his mates dragged this HJ Statesman out of a backyard in Adelaide, scrounged parts and got it on the road with a budget turbo LS set-up for \$10K. Dubbed Junket, the HJ completed the event and ran a best of 11.66sec

4> Nick McNeil led the DYO pack after Day Two in his nicely turned-out 393ci Clevo-powered XD Falcon. Nick, who had never drag-raced before DC, belted out an 11.332sec dial-in at Calder, followed by a tight 7.286sec pass at Mildura's eighth-mile on Day Two – the equivalent of an 11.329 over the quarter

CARS WERE TURNED TO 11 AND BEING SET TO KILL, AS EVERYONE HAD THEIR EYES ON A PB OR CLASS WIN



Aaron James came second in 235 Aspirated with a cumulative time of 38.832sec – a terrific effort given that Aaron and his Valiant Regal were Drag Challenge first-timers. Aaron decided to enter the Regal in DC five months ago, so an alloy-headed stroker 528-cube Mopar was screwed together for the event



Rob Bertram's twin-turbo '57 Chev gets down and boogies! It nailed a best of 11.097





1> Representing the three-pedal contingent in K&N DY0 was the husband-and-wife team of Wayne and Kellie Roberts in their stout 230rwhp six-banger LJ Torry. Triple Dellorto 45mm carbs feed the fully built 202ci blue motor, which features a hand-ported nine-port head and a port-matched Redline manifold. Behind is a Ford single-rail 'box with Precision button clutch

2> Luke Green resisted the LS temptation in favour of a small-block Chev in his Torana. Having previously run a PB of 8.69@160mph, Luke smashed out 8.39 at Calder on the Friday, with wheels high in the air

3> Sydney's Jason Mansweto flew to Queensland to buy this time-warper XY Falcon ute and drive it home. The fact that it's now capable of 10s hints that the factory V8 ute is not quite showroom any more. Using the factory block and heads, Jason built himself a nice 408-cube Clevo. But in order to prevent the ute hazing the 235 tyres, he pulled a stack of timing from the motor, giving the un-'caged Falc a chance to hook up and keep it legal in the low 11s

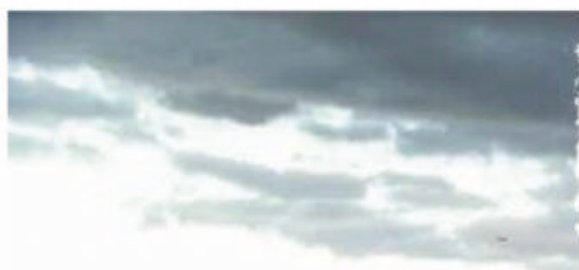
AFTER BUSTING HIS HUMP (AND HIS CAR) FOR SIX YEARS TO WIN DRAG CHALLENGE, HARRY HAIG WAS FINALLY THE MAN ON TOP





DYO entrant Scott Rowell's luminous green, 393-powered '71 Fairlane boogied to a dial-in of 11.068@124mph on Day One, and dropped into the 10s with a 10.998 on Friday

BELOW: Father-and-son duo Grant and Liam Grech survived the week in their 400hp LX Torana hatch, running a cammed LS2 and six-cog manual. High 11s at the track were just the ticket for a low-stress week on the road. Six-year-old Liam was tasked with jack and wheelnut duties at each track, handling the steelies with aplomb. Grant followed up DC the next day with an assault on the Optima Ultimate Street Car event at Calder Park



Blown, had Todd Foley's VH pitted against Dominic Pelle's sweet turbo Sigma, with Foley's 8.79@153mph on the final day enough to seal the deal for him against Dominic's 8.92@153mph.

The Haltech Radial Blown and Turbosmart Outlaw Blown boys really threw down on the last day, with eight seven-second slips handed in just on Day Five. Brandon Zito (7.99@176mph), Luke Foley (7.92@176mph), Kai McPhee (7.89@175mph), Matt Lampard (7.88@181mph) and Daniel Drury (7.87@177mph) were all inducted into the Red Hat Brigade from the radial class, in an epic night's racing.

Brendan Cherry let loose a 7.61@184mph in the big-tyre VL to finish second in Turbosmart Outlaw Blown and Overall, edging Daniel Szabolics by the

narrowest of margins. It wasn't all bad for Daniel, who picked up the win in Haltech Radial Blown thanks to a 7.48@189mph on the final day.

But it wasn't enough to overcome Harry Haig in the Pops HQ, who set down a 7.49@186mph to cement his lead in the overall standings as well as Turbosmart Outlaw Blown. After busting his hump (and his car) for six years to win Drag Challenge, Harry was finally the man on top, and the Shepparton legend was, for once, almost speechless.

"I don't believe it, and until Scotty and Telfo announce it I can't believe it," said a shocked Harry. "Just as we were going to sleep, I yelled out to the boys that Pops hadn't broken down once on the road from Portland to Calder. That is the first time in six years we haven't had to stop on a road leg!" 🏁





THE FINAL LEG OF DRAG CHALLENGE 2019 WAS THE DAY ALL THE PAGE-UP KEYS ON TUNERS' KEYBOARDS DIED





1> Dusty Benson and his sleepy VC Commodore ran in the mid-nines at Drag Challenge 2018; this year he turned up the heat to the tune of 8.49sec, enough for 10th spot in the fiercely competitive Haltech Radial Blown class

2> Randall Mortier's VK Commodore led the charge for the nitrous fans, finishing fifth in Tuff Mounts 235 Blown

3> 2019 was a bumper year for new members of the Drag Challenge Seven-Second Club, with seven new red hats handed out. To get one, you'll need to do more

than just run a seven – you'll need to make it all the way to Day Five

4> Tony Muscara was piloting two cars at DC: a roaring Whipple-blown 2016 Mustang in K&N DY0, and this Whipple-blown, Coyote-powered XE Falcon running in Haltech Radial Blown. He had a heck of a Day Three, losing first gear in the XE, but he managed to get on the road. However, the bumpy logging roads got the better of the trailer, fatiguing the A-arms just outside of Portland. The XE redeemed itself on Friday with a 9.70sec pass at Calder. The Mustang did a best of 10.081



DAY 5

Haltech Radial Blown: **DANIEL SZABOLICS** – 30.896
 Turbosmart Outlaw Blown: **HARRY HAIG** – 30.258
 Pacemaker Radial Aspirated: **ALON VELLA** – 34.020
 Carnage Outlaw Aspirated: **MARK BUSSCHER** – 38.113
 Tuff Mounts 235 Blown: **TODD FOLEY** – 34.787
 Tuff Mounts 235 Aspirated: **NATHAN GHOSN** – 38.374
 XR6 Turbo Developments Six-Cylinder: **GEORGE LYRAS** – 35.733
 K&N Dial Your Own: **PAUL TURNER** – 0.05228

TROPHIES

QUICKEST CHEV-POWERED: HARRY HAIG
QUICKEST LS-POWERED: KAI McPHEE
QUICKEST HOLDEN-POWERED: JAKE EDWARDS
QUICKEST FORD-POWERED: PHIL EDMONDSON
QUICKEST MOPAR-POWERED: AARON JAMES
QUICKEST SIX: JASON RUBY
QUICKEST FOUR/ROTOR: JAY ROBINSON
QUICKEST ET: DANIEL SZABOLICS
FASTEST MPH: DANIEL SZABOLICS
LONGEST DISTANCE TRAVELLED: MATT CAREY
LONGEST DISTANCE DRIVEN: DAVE BARBER
QUICKEST WITHOUT A TRAILER: MARK WHITLA
QUICKEST STICK-SHIFT: BRUCE HOWIE
HARD LUCK AWARD: CORY READ
SPIRIT OF DRAG CHALLENGE: DANIEL SZABOLICS

SEVEN-SECOND CLUB INDUCTEES 2019

BRENDAN CHERRY
 DANIEL SZABOLICS
 LUKE FOLEY
 DANIEL DRURY
 KAI McPHEE
 MATT LAMPARD
 BRANDON ZITO

FOUR-SECOND CLUB INDUCTEE 2019

HARRY HAIG



TOP 10 OUTRIGHT

1 HARRY HAIG – 1972 HOLDEN HQ KINGSWOOD – TIME: 30.258
THE Big Dawg took command on Day Three, running the only four-second pass over the eighth we saw this year, and he never let up. A donated lifter from the Szabolics team fixed the HQ's only major gremlin of the week.

2 BRENDAN CHERRY – 1987 HOLDEN VL CALAIS – TIME: 30.845
BRENDAN Cherry started the week with a new fastest mile-per-hour at Calder, and then ran a string of low fives at the eighth-mile tracks. A 7.61@184mph on Day Five was enough to put the DC veteran into his highest ever placing.

3 DANIEL SZABOLICS – 1971 HOLDEN HQ MONARO – TIME: 30.896
DAN Szabolics's Monaro ran the quickest and fastest pass in DC history on Day One, with a 7.35@197mph. Bad luck with the weather frustrated the team, though the HQ still took out the win in the Haltech Radial Blown class.

4 KAI MCPHEE – 1980 HOLDEN VC COMMODORE – TIME: 31.498
THOUGH he didn't have the sheer grunt of the fat-blocks, Kai McPhee's VC Commodore held up a fight on the eighth-mile, taking the quickest time of Day Two at Mildura, not to mention a new PB over the quarter of 7.89@175mph on Day Five.

5 LUKE FOLEY – 1983 HOLDEN VH COMMODORE SL/E – TIME: 31.915
DC REGULAR Luke Foley finished third in Haltech Radial Blown with his 427ci Dart LS-powered MPW Performance VH Commodore – and got his entry into the Seven-Second Club on Friday with a 7.92@176mph in full street trim.

6 RICCARDO PONTONIO – 1985 HOLDEN VK COMMODORE SL – TIME: 32.427
DESPITE being a fresh build with zero track testing before the event, Riccardo's VK finished the week sixth outright and fourth in Haltech Radial Blown, with a PB of 8.10@174mph.

7 BRANDON ZITO – 1971 HOLDEN LC TORANA – TIME: 32.916
AFTER breaking a motor at Drag Challenge 2018, Brandon Zito and his LC had a killer time in 2019, scoring a Seven-Second Club red hat on Day Five with a 7.99@176mph, flying the flag for the old-school mouse motor.

8 DANIEL DRURY – 1987 HOLDEN VL COMMODORE – TIME: 33.098
WITH twin-turbo 428ci Dart LS power, the ex-Lorenzo Gullotto VL was back at DC with its new owner, Dan Drury. While Dan said he was just keen to ease into the car, he came away with a red hat for the 7.87@177mph he ran on Day Five.

9 CHRIS KAARSBURG – 1976 HOLDEN LX TORANA – TIME: 33.132
QUEENSLANDER Chris Kaarsberg put in a massive effort, doing the whole event solo in his 1300rwhp LX Torana. He came oh-so-close to a spot in the Seven-Second Club on Friday, but a place in the Top 10 wasn't a bad consolation prize.

10 MATT LAMPARD – 1978 HOLDEN HZ KINGSWOOD SL – TIME: 33.192
WEIGHING in at nearly 4000lb, Matt Lampard's LUMPER HZ packs plenty of grunt thanks to an 1800rwhp, Dart 427ci LS combo with twin BorgWarner SXE64/74 turbos. The 3970lb brute overcame a few obstacles at DC 2019 – like tearing the rear end out of the floor – to earn a red hat on Friday with a 7.88@181mph.





K&N DIAL YOUR OWN TOP 5



1

PAUL TURNER - HQ HOLDEN - SPREAD: 0.05228sec

RIGHT up until the trophy call, it was anyone's game in the unpredictable K&N Dial Your Own class. Top spots were in a constant state of flux over the five days, but in the end it was ex-competition drag racer Paul Turner who was crowned 2019 K&N DYO champion, in his HQ sedan. The first-time DC contender finished the week with a tight 11.373sec on his 11.396sec dial-in, for a tiny 0.05228sec split for the week.

2

TOM WRIGHT - HG PREMIER - SPREAD: 0.05865sec

RUNNER-UP in DYO was another first-time Drag Challenge entrant, Tom Wright, behind the wheel of his bronze turbo-fed LSX HG Premier. Tom finished the week 0.05865sec off his 11.193sec dial-in.

3

STEVE GRIMA - VK CALAIS - SPREAD: 0.09299sec

DAY Three and Four class leader Steve Grima cut drag laps like crazy on Day Five, but couldn't secure his VK Calais the win. "I might've got the time on the final run if rain hadn't finished the meet," a deflated Steve said. He had to be content with third, 0.09299sec off his initial 10.573sec pace.

4

CAM SCOTT - WB HOLDEN UTE - SPREAD: 0.10005sec

THE sleeper 400-cube WB ute of Cam Scott produced a solid fourth-place showing in K&N DYO, with a five-day split of 0.10005sec. The understated red Holden ran low-12sec passes every day, slowly climbing up the ranks to finish up a tenth off Monday's 12.369sec pace.

5

DANIEL GRIMA - 1955 CHEVY BEL AIR - SPREAD: 0.11933sec

DRAG Challenge stalwart Daniel 'Gizmo' Grima almost gave up on the hunt after placing 27th in class on Day Two. But he put in a superb effort of playing catch-up in his immaculate 11-second '55 Chev Bel Air to finish fifth with a final spread of 0.11933sec.



HARRY HAIG

STORY IAIN KELLY

COMING into 2019, Harry Haig admitted his Drag Challenge preparation had been somewhat relaxed. "We were still putting it together on Sunday morning," he laughed. "It hasn't made a pass since we ran here against Frank on Day Five of Drag Challenge 2018."

Given he went achingly close to taking out the Overall win that year, nailed the Turbosmart Outlaw Blown class win and ran some epic mid-sevens, there was merit to his decision. The 1860rwhp twin-turbo 540ci Chev fat-block retains the twin 88mm Garrett GT47 snails that first made an appearance at DC 2017, running methanol at the track and pump fuel on the street.

Day One saw Harry hand in an impressive 7.60@186mph to sit second Overall and at the top of the big-tyre cars in Turbosmart Outlaw Blown. Once racing finished and the sun set, Team Big Dawg hit the road to the Swan Hill photo stop. But while others stayed the night

there, the HQ crew drove through a warm night on a marathon road leg all the way to Mildura.

The big-tyre HQ struggled with grip early on Day Two, but came back later in the night to record a 5.20@130mph to keep his hand in the game and close the gap on leader Daniel Szabolics. However, it all came together for Harry and Pops on Day Three, as he ran the only four-second eighth-mile pass of DC19, cracking off a lightning-fast 4.90@151mph to take the Overall lead.

After a horror road leg to Portland where Pops broke a rocker arm, melted the throttle cable and pushed the front oil seal out, the South Coast Raceway eighth-mile tested Harry even further, with rain and cold temperatures not suiting the big-horsepower cars. Still, Harry's regular lapping resulted in a 5.05@140mph on Day Four to keep him at the top of the leaderboard heading into the final day.

All the pressure was on Harry for Day Five,

though he'd had a good omen on the road leg from Portland. "That was the first time Pops didn't break down on the road," he said. "We got in early in the morning, and as we were all going to sleep I realised we hadn't stopped once, so I woke the boys up, because that is huge for us!"

As all the top contenders made laps, Harry's Day Five PB of 7.49@186mph meant Daniel Szabolics would need a six-second run to overhaul him at the top of the leaderboard. However, just after 9pm a huge downpour signalled the end of racing for DC19. Harry stood tall with the Overall and class win, leading Brendan Cherry home by six-tenths of a second.

"This event kicked our arse for six years, so I don't know what to feel right now," a stunned Harry said after racing had been called. "It doesn't feel real; I keep waiting for someone to tell me we're going out again. Until Telfo or Scotty tells me it is all over, I don't think I can believe it!"





HARRY ran Pops in single-turbo guise at the first three Drag Challenge events, starting out with essentially stock suspension and a 275 radial. He eventually killed the BBC 30km out of Calder on the 2016 event after successive engine-related failures in consecutive days. This led to a big makeover.

For 2017 Robby Abbott rebuilt the fat-block, pushing it to 540ci with twin 88mm Garrett GT47 turbos mounted on 6boost manifolds and a Holley Dominator ECU package tuned by Terry Seng from Paramount Performance. With over 1850hp going to terra firma, Harry had Fabrication Techniques in Shepparton add more barwork to stiffen Pops up, as well as liberating space in the rear for a beefy 315 tyre.

"As I went on, I met a lot more people, and through trying different things we eventually got it dialled in, growing and learning more and more," Harry explains. "I started knocking around with Terry Seng and Robby Abbott, and we built a bit of a community around the car to make it better and faster."

Pops' PB currently stands at 7.40@190mph, but Harry doesn't have an end goal in mind. "It was always just a thing to do Drag Challenge in, plus we burn around home and do a fair few pub trips in it," he says. "I never thought we'd run a low eight or seven, and we'll be knocking on the door of sixes with more time. That just shows you how far the technology has come."



1972 HOLDEN HQ KINGSWOOD

Class: **Turbosmart Outlaw Blown**

SPECS

Engine: **Chev 540ci big-block**

Turbos: **88mm Garrett GT47**

Transmission: **Powerglide**

Converter: **Allfast 3200rpm**

Diff: **9in, 3.5:1 gears**

Power: **1860rwhp**

Previous PB: **7.40@190mph**

Best DC 2019 Pass: **7.49@186mph**



BRENDAN CHERRY

STORY IAIN KELLY

A VETERAN of every five-day Drag Challenge event so far, Brendan Cherry has run with several very different cars over the years, from his original turbo LS HQ Monaro, to his elite-level big-block HK Monaro, and then on to a VL Calais he originally shared with his mate, Josh Ploeger.

Running the 572ci big-block and BorgWarner S480 turbos from his HK coupe in the big-tyre VL, Brendan and Josh have been creeping up on the combo since debuting it at Drag Challenge last year. Heading into the 2019 event, AliPwr had freshened up the engine, and they'd upgraded to a Holley Dominator ECU package, plus Brendan had knocked their PB into the 7.7s, so hopes were high he would get his red hat this year.

Straight out of the gate at Calder on Day One,

Brendan ticked that goal off his list, running a 7.79@180mph – a new MPH PB for the car. "I'd like to get the ETs down into the 7.50s if we could," Brendan said at the time. "Running a seven and nearly 181mph is great, so we've done what I'd initially wanted to achieve."

Last year head gasket woes knocked them out of the DC race in Swan Hill, but 2019 was a different beast, and the teal Calais cruised effortlessly up to Mildura, where Brendan really started to lean on it. Across Tuesday and Wednesday, his 5.11@143mph and 5.22@143mph locked in his second-place spot in the Turbosmart Outlaw Blown class.

"With the weather we'd had on Tuesday, we decided to put our no-prep tune in it, and it just stuck," Brendan said after Mildura. "We didn't have any dramas on the big road legs either,

even running E85 full-time."

The difficult weather conditions in Portland saw Brendan finish second-quickest behind Outlaw Blown and Overall leader Harry Haig, with his 5.09@147mph four-hundredths of a second behind Harry's 5.05@140mph.

Back at Calder on Friday, the boys were keen to run that mid-seven and finish Drag Challenge on a high, duking out for second Overall with Daniel Szabolics's epic big-inch HQ Monaro. Brendan's 7.61@184mph not only reset the car's ET and MPH PBs, but locked him into second Overall and second in Turbosmart Outlaw Blown.

"We are rapt; we are over the moon," said Brendan. "I didn't see that second Overall coming! The car has a fresh AliPwr engine, so we came in just hoping to PB on Day One."





1987 HOLDEN VL CALAIS

Class: **Turbosmart Outlaw Blown**

SPECS

Engine: **Merlin Chev 572ci big-block**

Turbos: **Twin BorgWarner S480
67mm**

Transmission: **TH400**

Converter: **TCE 8.5in**

Diff: **9in, 3.5:1 gears**

Power: **1469rwhp**

Previous PB: **7.94@174mph**

Best DC 2019 Pass: **7.61@184mph**



"The reason I went big-block over LS is because I already had it out of my HK Monaro, so it was all there and ready to go," said Brendan of the choice of powerplant in his VL. "There was a bit of stuffing around fitting it, but Stroke Me Fabrication did all the work; even the pipes out of the Monaro fitted into the VL. We've done more than we ever dreamed of with the car, so the VL is going up for sale"

1971 HOLDEN HQ MONARO

Class: Haltech Radial Blown

SPECS

Engine: Dart 632ci big-block
Turbos: Precision 94mm Pro Mod
Transmission: M&M bolt-together
Converter: 5500rpm Dominator
Diff: 9in, 3.23:1 gears
Power: 2560rwhp

Previous PB: 7.37@194mph
Best DC 2019 Pass: 7.35@197mph

Haltech
ENGINE MANAGEMENT SYSTEMS



3RD OVERALL

WINNER -
HALTECH
RADIAL
BLOWN

QUICKEST ET

FASTEST MPH

SEVEN-SECOND
CLUB

SPIRIT OF
DRAG
CHALLENGE



FULL SERVICE

CREW member Corey Edwards gives a run-down of the service procedure for Daniel's HQ.

"The engine oil was changed morning and afternoon, and the valve clearances were checked daily," says Corey. "The engine takes around 10 litres, so it doesn't need a massive amount. The trans oil only had to be changed once, as they used an external plug-in fluid cooler after each run, and that helped keep it fresh."

Sparkplugs were swapped out between road and race legs, as the HQ runs on methanol at the track, which requires a fresh set of colder plugs before it hits the strip each day. Similarly, the full-length exhaust was dropped off at the track and shorty bullhorns bolted to the simple V-band flanges, while the heavy-duty trailer-spec springs were changed out of the rear end for race-spec coils.

"Everything on the car is designed to make sure it is really easy to work on; you can take the motor out without pulling the turbos out of the engine bay," says Corey.

"Dan stopped every 100-150km on the road to top up the fuel and give the car a bit of a look-over, but they haven't had to do much on the road," explains Corey. "There was a problem with a wiper arm coming off the splines, but apart from that the car was trouble-free. One fitting came a little bit loose, but that was pretty much it. They got in between 2-3am most mornings, as there was no point rushing and risking the car."

DANIEL SZABOLICS

DANIEL Szabolics's epic twin-turbo big-block HQ Monaro broke the *Street Machine* Drag Challenge ET and MPH records twice on Day One of DC 2019, knocking out two epic 7.35@197mph passes to pip the previous record set by Frank Marchese at Swan Hill in 2018.

"That was unreal; I'm still shaking a bit," said Daniel back in the pits after his first pass. "I had to steer it through the top end, as the track was a bit challenging today at 197mph. I think I actually pedalled it, so Frank will probably yell at me once he sees the log."

Powered by a Dandy Engines-built Dart Big M 632ci tall-deck big-block, the HQ uses twin 94mm Precision Pro Mod turbos to make over 2500hp at the hubs on 28psi, controlled by a FuelTech ECU. Sucking methanol at the track and pump fuel on the street, the 3800lb monster is all steel apart from the fibreglass reverse-cowl

bonnet, and retains a full interior.

The 275 radials out back meant Daniel found himself leading the ultra-competitive Haltech Radial Blown class at the end of Day One, before the long drive to Mildura via Swan Hill rounded out the first day of competition.

Day Two and Three's Sunset Strip in Mildura and Day Four's South Coast Raceway in Portland proved to be less fertile hunting grounds for the big silver coupe, with its set-up favouring full-length quarter-mile tracks rather than the half-distance eighth-miles. Still, Daniel put on a hell of a show, running 5.29@134mph on Day Two, 5.17@139mph on Day Three, and 5.58@130mph on Day Four to stay in the lead of Haltech Radial Blown.

Sitting third Overall coming into Day Five at Calder Park, Daniel was keen to push hard and try to overtake Brendan Cherry for second

outright. "The weather was just against us, really," he sighed on Friday. "We'd get the car into stage ready to make a pass; then it would rain and we'd have to wait. That gets the 'box and converter hot, which isn't a way to run fast times." The 7.48@189mph he eventually ran was blisteringly quick, but wasn't quite enough on a day where most blown cars set PB times.

Still, at his first attempt, Daniel finished DC 2019 third Overall and on top of Haltech Radial Blown, scored a Seven-Second Club red hat, took the Quickest ET and Fastest MPH trophies, and got one of the most coveted awards: the Spirit Of Drag Challenge. Giving up a rocker arm to a guy who could ultimately beat you isn't a ticket to winning many events, but it is a great way to win everyone's respect, and Daniel gifting Harry Haig a rocker so he could stay in the game shows what a killer event DC is.

STORY IAIN KELLY

ALON VELLA

DRAG Challenge 2019 saw Alon Vella continue his dominant run in the Pacemaker Radial Aspirated class, taking out yet another gong in his hairy Mk1 Capri. A regular in the division since 2015, the NSW-based welder now has seven class wins to his name, with five in week-long Drag Challenges and two in Weekend events.

Far and away the quickest aspirated car to ever hit Drag Challenge, the Capri is living proof that displacement is king. Screwed together by BG Engines, the car's donk is built on a Windsor-based Dart block, brought out to 450ci. Previously running a single 1250 Dominator, twin four-barrel carbs from Ray Edwards are now perched atop a Pro Billet tunnel ram. With a 13.5:1 compression ratio, the small-block sings all the way to 9000rpm on the strip. Alternating between unleaded and

VP QM25+ race fuel, it's good for 990hp at the crank.

The violent powerplant is backed by a C4 automatic and Gear Vendors overdrive. According to Al, it makes the long road legs of Drag Challenge far more bearable, as well as helping on the quarter-mile. Assembled by Shift Right of North Richmond, the transmission has delivered five years of reliable service. A nine-inch diff rounds out the driveline, with stout 4.56 gears to leave the line in a hurry.

Alon kicked off his week with an 8.49sec ET at a PB 160mph, placing him more than a second ahead of Peter Haravitsidis' XY. By the time proceedings wrapped up back at Calder Park on Day Five, his lead had extended to an authoritative 4.19 seconds.

Keeping a cranky aspirated engine happy over a week of road driving is no mean feat; one

can't simply back off the boost or disconnect a nitrous bottle. But Alon and his experienced crew pulled through. Aside from hurting a tired lifter in Mildura on Day Two, both the team and the Capri survived the week relatively unharmed.

"It had done the Queensland event and a heap of testing, and we always carry spare sets," Al said. With an astounding .960in of valve lift, it's no wonder.

Al has no plans to end his stunning run of Drag Challenge campaigns. "I'll definitely be back next year, and hoping to go a little bit faster," he said. With new shocks and sensors, extra chassis bracing and a potential fresh camshaft, he hopes extra tenths are within reach.

"Our goal was to run 8.50, and it did that all week," he said. "We want to run low 8.4s, but I'm not sure if it will."

WINNER -
PACEMAKER
RADIAL
ASPIRATED

1971 FORD CAPRI MK1

Class: **Pacemaker Radial Aspirated**

SPECS

Engine: **450ci Windsor**

Transmission: **C4, Gear Vendors overdrive**

Converter: **SDE 7200rpm**

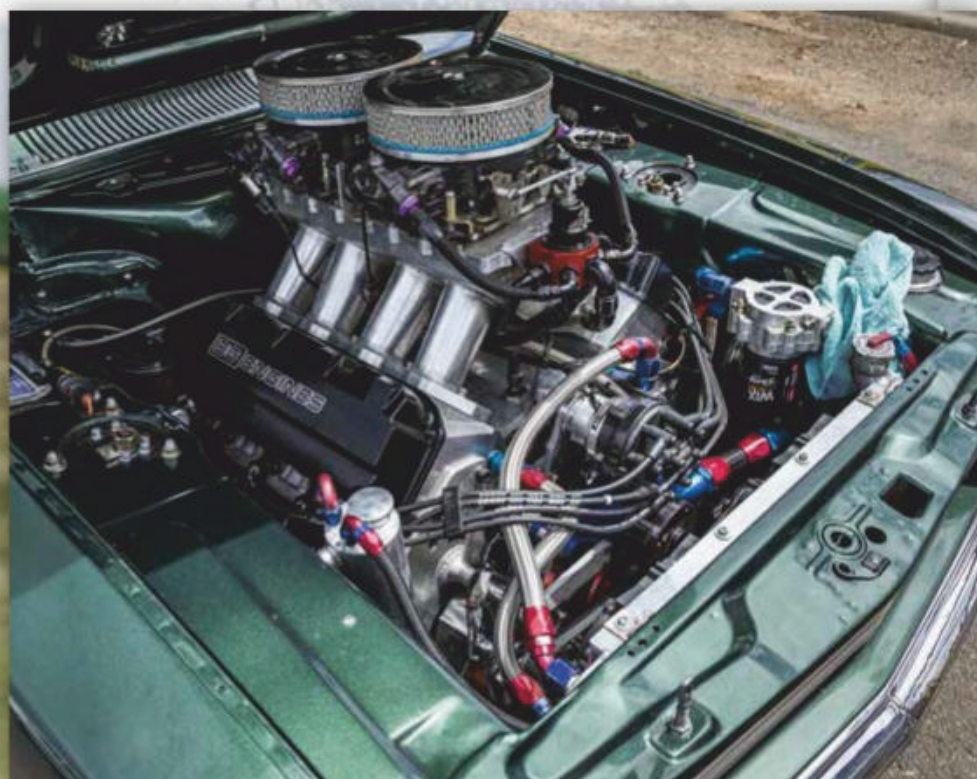
Diff: **9in, 4.56:1 gears**

Power: **990hp**

Previous PB: **8.49@157mph**

Best DC 2019 Pass: **8.49@160mph**

PACEMAKER





HOLDEN HQ ONE TONNER

Class: *Carnage Outlaw Aspirated*

SPECS

Engine: 416ci LS3

Intake: RayJE carb, CID intake

Transmission: Rossler

Pro-Mod TH400

Diff: Competition Engineering,
4.22:1 gears

Power: 746hp

Previous PB: 9.72@136mph

Best DC 2019 Pass: 9.79@133mph

CARNAGE

MARK BUSSCHER

STORY JACK HOULIHAN

MARK 'Bushy' Busscher landed his first win in the *Carnage* Outlaw Aspirated class at Drag Challenge 2019 behind the wheel of his matte-black HQ One Tonner, edging out Daniel Cassar's '33 Ford coupe.

Bushy made his first tilt at Drag Challenge back in 2016, campaigning an 11-second Adventra with problematic AWD gear. The Holden's eccentric cross-track system proved to be more trouble than it was worth, spontaneously applying brakes and retarding timing when it detected wheelspin.

After several mangled transfer cases and worn rotors, Bushy yanked the Adventra's 416ci LS3-based donk and transplanted it into the Tonner.

Slashing the Adventra's best ET by a whole two seconds, the change proved enough for Bushy to take runner-up spot in Outlaw Aspirated behind Daniel Cassar in 2018. This

time around, he turned the tables, taking the class win by under a second.

The Tonner's Bushy-built powerplant is fed by a five-circuit Ray Edwards carb, sitting atop CID's smallest available manifold. Bushy has stuck with factory heads, ported in-house. Since last year's Drag Challenge, he's dropped in some new pistons and upped compression to 15.9:1. ETS race fuel is the engine's tippie of choice.

In a field of cars with massive cubes, a 416ci LS is almost diminutive. However, the sheer reliability of the Tonner's overbuilt drivetrain shone through on the endurance side of DC.

Best described as bulletproof, the transmission is a top-of-the-line Rossler Pro-Mod TH400. A "hamburger with the lot", according to Bushy, it will comfortably take up to 5500 horses. Built by Mark Williams, the diff features 40-spline axles, 4.22 gears and a diff

pump. With 746hp dynoed at the wheels, the Tonner is a safe bet, with Bushy barely taking a spanner to it over the entire gruelling week.

"I was really worried about fuel consumption going in, but we worked out a really good tune for the road," he said. "It got 18 litres to the hundred, which is better than my bloody tow car!"

Sensibly, Bushy and his team didn't go crazy chasing PBs, though he did crank things up later in the week. "On Wednesday we decided we wanted to try and win by a second; we ended up with a 0.955sec margin, so that was pretty good."

An endurance-engine builder by trade, Bushy is still considering dropping his 'good' motor into the car. "It's all been built to take 1500hp," he said. "But I've achieved what I wanted, which was to win Outlaw Aspirated, so if I come back I might do a nitrous one."





TODD FOLEY

STORY GLENN TORRENS



MELBURNIAN Todd Foley has suffered some of the worst and enjoyed the best of Drag Challenge over the years. On the final day of DC 2016, he crossed the Calder finish line backwards, his VH Commodore slipping on its own oil at around 150mph after its engine turned inside-out. Adding to the pain was the fact that the VH biffed Calder concrete, too, damaging the car's nose.

After that incident, Todd pushed the car into the garage and didn't look at it for months. The Commodore was repaired, but there were no Drag Challenges for a couple of years.

Still, there was no way Todd wasn't going to come back; it was just a matter of when. "I had a deal with my wife Saara that I could compete this year if we got a good price for our house," Todd told us. "And we did. Before the bidding

was finished, I'd messaged my mate Jay with the two letters 'DC'!"

The old motor's heads and supercharger had survived the blow-up, so Todd's brother Luke (of MPW Performance and this year's Haltech Radial Blown third-placegetter) assembled the salvaged components onto another freshened LS2 block with a Callies stroker crank for 403 cubes. Where many others have chosen turbo power, Todd loves the delivery of a positive-displacement pump; a stout Magnuson 2300 blower feeds his LS. "You stand on them and it's instant go," he enthused. "The throttle response is incredible."

Behind the LS is a DTM Transmissions-built two-speed Powerglide and a nine-inch rear with 3.5 gears. The well-sorted rear

suspension uses tube arms and adjustable spring seats on the standard pick-up points.

Todd and tuner Jeff Johnson obviously have a handle on the Holley Terminator X-managed blown LS's power and the car's set-up, because on Tuesday at Mildura he raced past Monday's Tuff Mounts 235 Blown leader Dominic Pelle and didn't drop from top place for the rest of the week. Todd ran a couple of personal bests on Friday – a first run of 8.85 and then an 8.79 – to ensure his class win.

Todd's highlights for the week included enjoying a beer with Dominic after running a stunning 1.29sec 60-foot time at Portland ("If you do 1.2-something, I'll buy you a slab!" Dom encouraged) and driving his two daughters to school in the Commodore before heading to Calder for the final day's racing. That's cool.



1982 VH HOLDEN COMMODORE SL

Class: Tuff Mounts 235 Blown

SPECS

Engine: GM LS2

Blower: Magnuson 2300

Transmission: Powerglide

Converter: 5500rpm Dominator

Diff: 9in, 3.5:1 gears

Power: 900hp (1050hp with nitrous)

Previous PB: 8.90@151mph

Best DC 2019 Pass: 8.79@153mph



1970 FORD CAPRI

Class: Tuff Mounts 235 Aspirated

SPECS

Engine: 370ci Ford Windsor

Transmission: C4

Converter: SDE 6000rpm

Diff: 9in, 4.3:1 gears

Power: 700hp

Previous PB: 9.64@141mph

Best DC 2019 Pass: 9.75@140mph





NATHAN GHOSN



STORY GLENN TORRENS

SYDNEY racer Nathan Ghosn was a participant at *Street Machine's* first Drag Challenge and has participated in every DC event since. That makes him – along with the similarly enthusiastic Alysha Teale – Drag Challenge royalty!

Nathan has raced his little Capri for 10 years, having built it with a primary focus on street cruising. "I always wanted a 10-second street car," he said. "It's evolved from there. It's always been a cruiser, but when I started racing it, the bug bit!"

As his long-time attendance at Drag Challenge shows, he's right into having fun with the Capri; as well as regular coffee runs, he's attended Summernats, run a few Atura NSW State Championship rounds at Sydney

Dragway, and enjoyed Powercruises and airport sprints.

The car's standard rear wheelarches, chassis rails and leaf springs mean a 235-wide tyre is just about the largest that will fit under the rear. It's the size Nathan has run since the car was built, and he's always run a radial – never a slick.

"That does cost me in ET, as I can't launch on the radial as hard as the car's power could allow with a slick," he explained. "But I never want to change the rear end or suspension, so I'll do the best I can with what the car has. It's never going to become a full-blown race car; my family – especially my daughter Isabella – would kill me!"

Running on a 235 tyre for so long meant

Nathan had plenty of experience with the rubber required for this year's new Tuff Mounts 235 Aspirated class, which was introduced at Drag Challenge Weekend in Queensland in May. Nathan won the class then – a prelude to his success in the week-long Drag Challenge.

Nathan's Capri runs old-school Ford power: a carb-fed, 8200rpm, 700hp 370ci Windsor, with the built C4 three-speed 'box aided by a recently installed Gear Vendors overdrive, allowing better on-road cruiseability with the deep 4.3 nine-inch diff gears.

Predictably, Nathan led the Tuff Mounts 235 Aspirated class from start to finish, with the only worry being a transmission slip problem at Portland on Thursday; the problem wasn't identified 100 per cent, but fresh fluid fixed it.

GEORGE LYRAS

STORY KIAN HEAGNEY

IT COMES as no major surprise that the winner of the XR6 Turbo Developments Six-Cylinder class at Drag Challenge 2019 was packing a turbo Barra, George Lyras's Barra-swapped Ford Cortina leading the class from start to finish in a cracking DC debut.

George has owned his Cortina for around 10 years, buying it with a turbo-fed Crossflow donk under the bonnet. About four years ago he decided to give the car a birthday, redoing the chassis, 'cage and, critically, the powerplant, throwing in a Barra turbo mill. "I had some troubles with the first engine, so with this one I went to Glenn Wells Engines, where he built me a really capable package," said George.

The FG donk copped a billet Spool crank girdle, Nitto rods, CP pistons, studs throughout and a Garrett 4202 hairdryer. Running a Haltech ECU with the full Haltech catalogue and E85, the mill currently makes 640rwhp (858rwhp) on 38psi.

Backing up the monster Barra is a Powerglide and a nine-inch diff from NextGen Race Cars.

While he may have led the class from start to finish, George didn't even get to the end of Day One without having dramas. "We melted the electrode on plug five, so we had to turn it down," he said. "And on top of that we had wiring issues, which we eventually chased down to one bloody wire on the alternator, but that destroyed our lives for about five hours on the road," he said.

Despite having to play it safe and dial the power down, George still ran an 8.81@148mph on Day One at Calder to take the class lead and be the only six-pot class car into the eights. The next three days of eighth-mile racing at Mildura and Portland saw him run bests of 5.80@121mph on Day Three at Mildura and 5.73@121mph on Day Four at Portland, leaving just 0.823sec between George and second-placed Chris Palfreyman in his Barra-swapped XD Falcon heading into the final day back at Calder.

Things really heated up when Chris went out and ran a monster PB of 8.71@157mph,

as George was stressing trying to crack back into the eights. However, the battle came to a premature end when Chris hurt his gearbox on his PB pass, and despite his humble nature, it was clear that George was relieved to take the class win, handing in an 8.97@151mph.

"After we had the drama on Monday, we just wanted to get through the week and run some decent times, so I'm stoked we got the class win, especially in our first crack," George said.

"The best bit about this event is the people," he continued. "When we had dramas on Monday – and even on Thursday when the alternator pulley fell off at Portland – blokes were coming over straight away asking us if we needed a hand, which you don't get at any other event."

George is keen on having another crack in 2020, and has high hopes for the Six-Cylinder class. "I reckon the class will keep growing in numbers, and if we can get things to line up I reckon I'll come back next year," he said.





1974 FORD CORTINA

Class: XR6 Turbo Developments
Six-Cylinder

SPECS

Engine: Barra Turbo
Blower: Garrett 4202
Transmission: Powerglide
Converter: SDE, 3700rpm
Diff: 9in, 3.5:1 gears
Power: 858rwhp

Previous PB: 8.57@159mph
Best DC 2019 Pass: 8.81@148mph





BUILDER G.J. Gardner. HOMES



PAUL TURNER

STORY CARLY DALE

THE K&N Dial Your Own class saw a sensationally close finale this year, with the top contenders having to wait until presentations to find out who was the class winner for Drag Challenge 2019. With a mere 0.05228sec split off his 11.396sec dial-in by week's end, it was ex-competition drag racer Paul Turner in his crisp white LS1-powered HQ sedan who ended up with top billing.

"It feels great to have won," Paul said. "I was so relieved to get that final run in, and then to find out that we'd won was unbelievable. My kids' mum passed away 10 years ago on Thursday [Day Four], so that was in the back of my mind to try and get it done for her."

Paul was talked into his first Drag Challenge outing by son and crew member, Jamie. He was sensibly hesitant as to how things were panning out when we first chatted with him at Mildura on Day Two: "We'll find out if it's consistent," he said at the time. "The formula

to eighth-mile doesn't quite work out, so I'll be short-shifting it to slow it down."

As Paul's name began to climb further up the DYO list each day, it became evident he was one to watch. On Day Four he lapped a whopping 10 passes at Portland, which solidified a third placing coming into Day Five. Not that the pressure got to him, with Paul and Jamie casually crewing on the Calder Park tractor before racing kicked off.

He went out and reeled off a tight 11.373@118mph. "It's right in the middle of my spread," Paul enthused Friday evening. Yet he had to wait until trophy time before his class win was confirmed.

Certainly Paul's racing background helped him tame his HQ into being a consistency monster, yet when it comes to this crazy event, your ride must also be up to the task of chewing up the long road stretches before heading back out on the track to behave

exactly as it did on Day One.

"The car is nothing too crazy," Paul said. "We bought it as-is – on the same weekend that Drag Challenge 2018 started. I've since added the TH400."

The Quey runs a Higgins-headed LS1 fed by ETS Z85 race fuels – top sponsor of his daughter Jess Turner's dragster. Behind the Mexican Chevy is the aforementioned TH400 with a 3500rpm Dominator stall and a Supa Trix nine-inch packing 3.75s and a full spool. "It was a 12.2sec car before we got it, and our best was 11.25@120mph a few weeks ago, with 4.11 gears. It's just a baby motor, as I'm reluctant to add a 'cage."

"We had no real issues," Paul said of the gruelling five-day event. "And we already can't wait for the next one. We have a VK Commodore that we're building for Jamie with a little tub and 'cage that might run NOS or a twin-turbo LS – who knows?"

WINNER -
K&N DIAL
YOUR OWN

HOLDEN HQ

Class: K&N Dial Your Own

SPECS

Engine: LS1

Transmission: TH400

Converter: 3500rpm Dominator

Diff: 9in, 3.75:1 gears

Power: 405rwhp

Previous PB: 11.25@120mph

Best DC 2019 Pass: 11.37@118mph



JAKE EDWARDS

JAKE Edwards brought his famous SL/R Torry back to run in Turbosmart Outlaw Blown for Drag Challenge 2019. "I literally have changed almost nothing, but it just went out and ran 9.01@154mph," said the Summernats Horsepower Heroes legend on Day One at Calder. "I did upgrade to a spool diff with a 2.96 final gear in it. I am happy with the mph, as it is still an HQ-headed 355 Holden. If I can run a single-digit average this year I will bring it back to Calder on Friday and have a real go then."

The 355ci stroker Holden motor and custom 76mm Garrett snail were good for

approximately 711rwhp in 2018, running on methanol at the track and pump fuel on the street. With a TH400 auto and nine-inch, the big-tyre Torana pulled some wild launches in 2019, lifting a front wheel and driving off the line with a fair amount of twist on board.

Jake managed to nail his single-digit daily average goal, as his 5.93@108mph and 6.10@105mph at Mildura equated to mid-nines on the quarter, and 5.82@120mph at Portland equated to a 9.05.

It wasn't without incident, though, as his turbo ate a horn wire from the LH's chassis loom on Day Three. After getting the car to

Portland, Jake pulled the compressor cover off and carefully filed the chipped blades on the compressor wheel. "I tested it on the two-step at the motel to make sure it is making boost, and it is all good," the Canberra dyno-tuner said.

At Calder on Day Five, Jake had the fuse well and truly lit on the yellow sedan, running another 9.0 before pulling an 8.95@148mph out of the bag. Jake wound up fifth in class and took home the Quickest Holden-Powered gong for the second year in a row.

1974 HOLDEN LH TORANA SL/R

Class: **Turbosmart Outlaw Blown**

SPECS

Engine: **355ci Holden V8**

Turbo: **Custom 76mm Garrett**

Transmission: **TH400**

Converter: **Custom SDE**

Diff: **9in, 3.08:1 gears**

Power: **711rwhp**

Previous PB: **8.90@180mph**

Best DC 2019 Pass: **8.95@148mph**



TURBOSMART
Engineered to WIN





JAY ROBINSON

STORY IAIN KELLY



THE only rotary competitor at Drag Challenge for the past two years, Jay Robinson was back with his turbo 13B-powered 1977 Mazda Capella, and for 2019 he'd moved to the new Tuff Mounts 235 Blown class.

"The 235 is the biggest tyre I could fit on the car," he said. "After DC18 we got the engine balanced and had Xtreme Rotaries make some cooling changes to it. We fitted the FD RX-7 intake manifold, and are now running E85 at

the track."

Controlling the deal is a MicroTech LT10S ECU, and Jay is only pushing 22psi of boost at the moment, but still made 495rwhp on E85. "We ran the same boost last year with the old engine and it made 430rwhp," he said.

While they have a reputation as temperamental things, Jay's rotor ran good times all week at Drag Challenge 2019, with a 10.89@127mph on Day One backed up by

a 9.77@132mph on Day Five. Over the eighth-mile he knocked out a 6.80@103mph on Day Two, a 6.44@109mph on Day Three and a 7.12@110mph on Day Four.

"The car went flawlessly this year," he said. "I had a couple of little teething issues, as my first drive was the one to Calder on Sunday, but I finally got a decent pass on Friday!"

Jay's Mazda finished the week as the Quickest Four/Rotary vehicle.



1977 MAZDA CAPELLA

Class: Tuff Mounts 235 Blown

SPECS

Engine: Mazda RX-7 Series V 13B twin-rotor

Turbos: BorgWarner SXE-572

Transmission: Jatco three-speed

Converter: TCE 5500rpm

Diff: 9in, 4.11:1 gears

Power: 495rwhp

Previous PB: 8.31@124mph

Best DC 2019 Pass: 9.77@132mph

PHIL EDMONDSON

SOUTH Australia's Phil Edmondson had a huge lead-up to Drag Challenge 2019, switching his XB coupe's exhaust from running one big single turbocharger to a pair of Precision 7875 snails. Having laid down a PB of 8.23@168mph, Phil came into the week-long torture test with hopes of nailing a seven and running in the 170mph bracket in the Haltech Radial Blown class.

Under the white coupe's bonnet is the same Ford SVO Windsor block that FAT383 has been rocking for the past few years, while a 'Glide and PTC 3500rpm converter handle ratio-changing duties and a nine-inch with 3.5 gears lives out back. Phil controls the combo with a FuelTech ECU, running E85 on the track and 98 PULP on the street.

"It is making 1435hp at the hubs on 30psi, which is safe for this running gear," said Phil

during Drag Challenge. "I still have to drive it back to Adelaide next Saturday!"

Day One proved to be a cracker for Phil, running an 8.51@175mph to set a new PB for the XB's trap speed. "It felt good, but I pedalled it twice, so I know the seven is there," he said.

Despite having to shift 4000lb off the line, the Mildura eighth-mile saw Phil run competitive times in the trying weather conditions, with a 5.71@130mph on Day Two and 5.50@131mph on Day Three.

Portland proved to be where the wheels came off the cart for Phil and the big white whale. A 7.07@118mph was all he could make stick, though the real drama occurred after leaving the track on the way back to Calder.

"I hydraulic-locked the motor at a servo leaving town," Phil said on Day Five. "I pulled a plug and

we limped it back to the track, as there was a shed there where we could change the head gasket over. We finished at 12:15am and got into Melbourne at 4:45am this morning."

Phil's determination was rewarded with a new PB of 8.18@168mph at Calder on the final day, but the DC veteran knew there was plenty more hiding in the coupe. "I got off it as I went past the timing boards, forgetting the line is beyond them," he laughed. "I lifted at the seven-second mark and couldn't get back into it, as the XB gets squirmy when you get back onto it. I know the seven is there, so we'll go back out and shoot for it again!"

Unfortunately Phil's transmission had other ideas, and he wasn't able to get a red hat this year. Thankfully he still had a personal-best timeslip to hand in, meaning he officially finished the event and picked up Quickest Ford for 2019.



1973 FORD XB FALCON COUPE

Class: **Haltech Radial Blown**

SPECS

Engine: **Ford SVO Windsor**

Turbo: **Precision 7675**

Transmission: **Powerglide**

Converter: **PTC 3500rpm**

Diff: **9in, 3.5:1 gears**

Power: **1435rwhp**

Previous PB: **8.23@168mph**

Best DC 2019 Pass: **8.18@168mph**

Haltech
ENGINE MANAGEMENT SYSTEMS



AARON JAMES

STORY GLENN TORRENS

THERE'S something of a sad story behind Aaron James's 1970 Valiant Regal. Its previous owner Jeffro Clarke was given some really-not-very-good news about some rust, which meant it was probably a good idea to sell the car before the rust spread and became too much of a problem. So Jeffro sold it as a roller to family friend Aaron. But it wasn't the car that had the rust problem, it was Jeffro himself, which explains why the big, beautiful Val now has an 'RIP JEFFRO' ribbon hanging from the rear-view mirror.

Aaron and his dad Alan dropped in a 440-cube big-block. "That process took about a year," WA-based Aaron explained. "Then we cruised it like that for eight or nine years." Under its then-fresh paint, the remainder of the car was tidy, so with the big-block swap the Val was a terrific pub cruiser and regular at drag race events in West Aussie.

Five months ago the father-and-son pair decided they would enter Drag Challenge 2019 and piece together a new engine combo for more go.

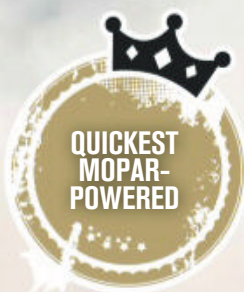
Alan built it using a block they'd bought out bush. "It was sitting in the boot of a Dodge Phoenix," he said of the lump of iron that in hindsight he reckoned should have been left there. "I had it soaking in a tank of diesel for weeks, just to get it apart! It was rusted to the shithouse. I had to hammer everything out of it, even the lifters."

It was pieced back together with a stroker crank to bring the cube count to 528ci. Above the head gaskets is plenty of alloy: a big isolated runner intake hosting two Texas Race Engines modified Holley 950s and a pair of heads ported by good mate and fellow Mopar man Geoff Ryan. Behind the 630rwhp engine is a 5000rpm TCE converter and a 727

Torqueflite trans. So despite the headaches he suffered with the early stages of the fresh driveline build, Al concedes that the obviously well-used block has become a solid and reliable foundation for the James family's Drag Challenge contender.

And a contender it was. With three generations of Jameses cruising in style in the big Val – Aaron, dad Al and pop Doug, along with good mate Geoff – Day One saw them post a new PB of 9.87, which put them in second spot in the Tuff Mounts 235 Aspirated class behind Nathan Ghosn's Capri.

From there, Donnie Zurcas in his Capri leapfrogged Aaron and clung on to second place right up until the final day at Calder, when Aaron was able to just scrape past Donnie with a 9.92@135mph pass to claim 235 Aspirated runner-up bragging rights – not to mention a trophy for Quickest Mopar!



1970 VG VALIANT REGAL

Class: Tuff Mounts 235 Aspirated

SPECS

Engine: 528ci big-block
Transmission: 727 Torqueflite
Converter: TCE 5000rpm
Diff: 9in, 3.7:1 gears

Previous PB: N/A
Best DC 2019 Pass: 9.87@138mph







1980 HOLDEN VC COMMODORE

Class: **Haltech Radial Blown**

SPECS

Engine: **5.3L LS**
Turbo: **Garrett GTX5020R**
Transmission: **MDT TH400**
Converter: **PTC billet**
Diff: **9in, 3.5:1 gears**
Power: **1185rwhp**

Previous PB: **7.91@173mph**
Best DC 2019 Pass: **7.89@175mph**

Haltech
ENGINE MANAGEMENT SYSTEMS



KAI MCPHEE

STORY IAIN KELLY

KAI 'Creswick Sausage' McPhee may well have been down on power compared to the big-inch turbo fat-blocks, but at Drag Challenge 2019 he proved the old adage about the size of the fight in the dog being more important than the size of the dog in the fight.

On Day One he came achingly close to a seven with an 8.08@174mph, but the evening of Day Two Kai really turned on a show. He had the spectators jumping at the fence at Mildura on Tuesday night as he laid down the quickest passes of the day on the rural eighth-mile track. Kai's Haltech Radial Blown-class turbo 5.3L LS VC Commodore managed to rail a 5.115sec pass to best Brendan Cherry's big-block, big-tyre Turbosmart Outlaw Blown VL Calais by 0.002sec.

"Drag Challenge has been good so far this year," Kai said at the time. "We've done that much testing so we knew it was good on the

eighth-mile. We give away a lot of power on the quarter-mile, so the shorter strips suited us better and we made the passes stick."

The built 5.3 truck LS cops 1185rwhp worth of hurt from a Garrett GTX50 snail, which normally runs 33psi through a Holley EFI set-up, but had a spicier tune in it for Day Two. "We had 37psi in it to get the job done," Kai said.

With an MDT-built TH400 auto and nine-inch out back running 3.5 gears, Kai has a solid platform to run hard with. He has the times on the board, too, with a 7.91@173mph at Swan Hill along with a 7.97 run at Grudge Kings in Sydney earlier in the year.

"We are looking for fours in Portland if the track is there," Kai said before Day Four's racing. "We'd have liked to run a seven at Calder, but I am not sure if we'll be able to get it done there."

A 5.274 at Portland was the day's quickest

time of the Radial Blown class, but Kai was stoked to nail a 7.89@175mph on Friday night at Calder Park. This meant the Creswick Sausage finished Drag Challenge 2019 fourth overall, came second in Haltech Radial Blown, and won the Quickest LS-Powered award and a Seven-Second Club red hat.

"I couldn't have done this without help from a bunch of absolute legends," said Kai after the awards were handed out. "We had problems lifting heads before Grudge Kings this year, but once we got that sorted we've pushed on and made progress."

"We've had a lot of help, with Drewy and Shane from Marshall Speed Shop, plus Jeff from Streetbuilt, who has been helping with our tunes. This isn't a big-dollar or big-power build, but I've got that good a team behind me that we have the car sorted and are getting every per cent out of it."





1990 NISSAN S13 SILVIA

Class: **Turbosmart Outlaw Blown**

SPECS

Engine: **Nissan RB30/25 3.2L**

Turbo: **Garrett GTX5020R**

Transmission: **Powerglide**

Converter: **TCE**

Diff: **GT-R IRS, 4.11:1 gears**

Power: **1150rwhp**

Previous PB: **8.20@166mph**

Best DC 2019 Pass: **8.33@165mph**

TURBOSMART
Engineered to WIN



STORY IAIN KELLY

JASON RUBY

HAVING run a PB of 8.20@166mph in the lead-up to Drag Challenge 2019 and won no prep events like Tunnel Vision's King Of The Streets against big-inch turbo V8s, Jason Ruby's Nissan S13 Silvia had plenty of nervous street machiners keen to see what it could do in the Turbosmart Outlaw Blown class.

The grey-import coupe was never available as a six-pot, but Jason's RB30 engine originally came out of his R31 Nissan Skyline. Built by Matt Sims Performance, it features a Nitto 3.2-litre stroker crank in the RB30 block, topped by a twin-cam cylinder head from an RB25DET turbo six that has been converted from hydraulic lash adjustment to solid. With a Haltech ECU and 40psi worth of honey from the high-mounted Precision turbo, Jason has seen 1150rwhp at the hubs.

However, the Nissan's real party trick is the adjustable all-wheel-drive system Jason engineered for it, mated to a two-speed Powerglide auto. With a rotary dial in his centre console, Jason can send power to the rear wheels for the burnout, before launching with an adjustable amount of all-paw grip, delivered by a pair of Nissan GT-R 4.11 diffs.

"I went all-wheel-drive because I did a no-prep event at Cootamundra and GT-Rs were king," Jason said. "They were too expensive to buy, so I made my own."

Initially struggling for grip, Jason managed to send his Silvia down the Calder blacktop twice on Day One, handing in an 8.33@165mph.

"It is mint on the road, so I had no dramas getting to Mildura," he said. "People think I won't have any issues getting off the line with

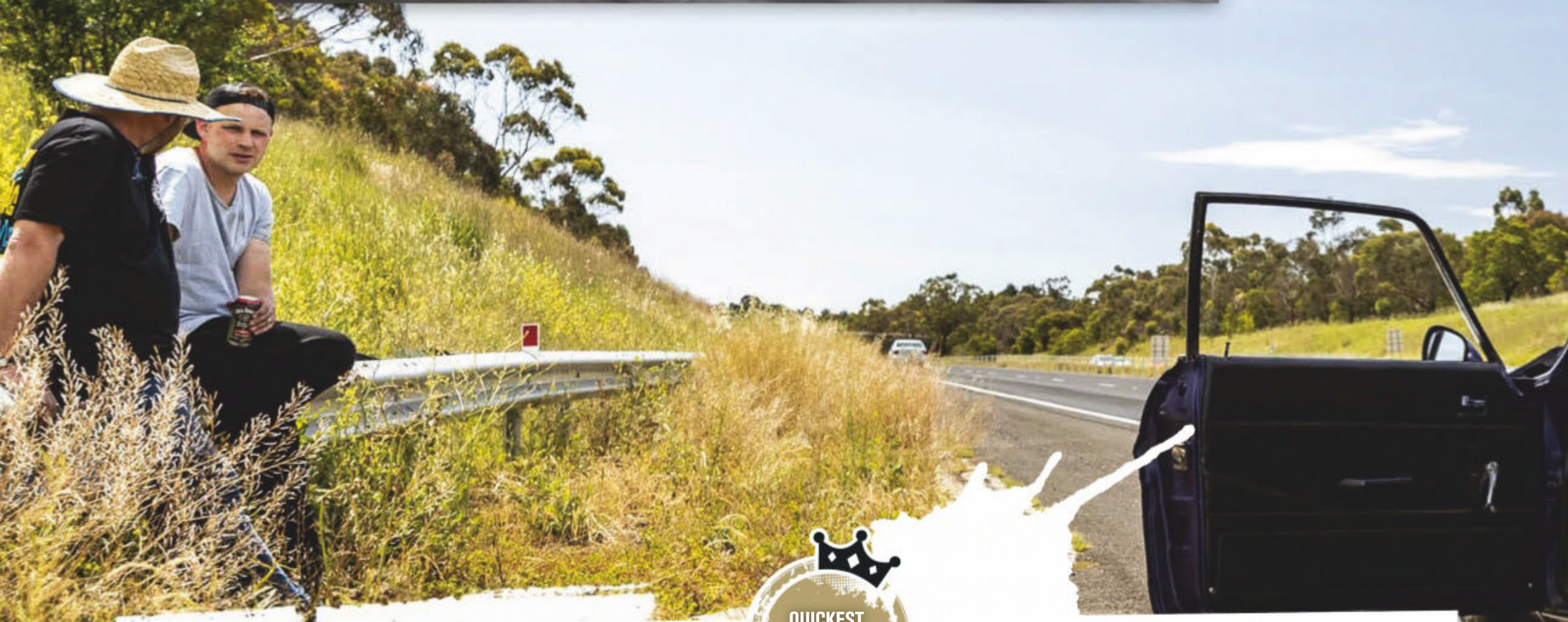
the all-wheel-drive, but that is just not true. I don't have any advantage over anyone else."

On the Mildura and Portland eighth-miles, the Silvia's brutal top-end charge wasn't able to be stretched, but Jason still ran respectable times of 5.40@134mph (Day Two), 5.38@132mph (Day Three) and 5.65@129mph (Day Four), while cruising effortlessly on the road legs. "It drives great and there are no issues with temperatures or the like," he said.

Jason finished the week as the Quickest Six-Cylinder and third in Turbosmart Outlaw Blown, rounding out Day Five with a solid 8.43@163mph.

"Some of the V8 guys hate it, but plenty like it," Jason laughed. "It's been a good time. My goal for the week was just to finish, so that has been great."





MARK WHITLA

STORY IAIN KELLY

TASMANIANS Mark Whitla and Darby Hamilton were sharing the driving in Mark's epic big-block Chev-powered Capri at Drag Challenge 2019. The 550ci Bowtie huffs 400hp worth of nitrous over two kits, and the mates were running the Turbosmart Outlaw Blown class the hard way, with no trailer.

"I've had the car 22 years," Mark said. "It ran 7.95@178mph when I had a blown small-block Chev in it. I'm currently having a solid 540ci big-block built for it at Westend Performance with an A80 Whipple and Dart heads, and that should make around 2000hp."

Day One saw an 8.46@162mph handed in before they packed the roof basket and hit the road, where a puncture halted momentum for a spell.

It was a long, slow trip to Mildura for Mark and

Darby, limiting themselves to 80km/h on road legs to try and save wear-and-tear on the car. "We drive at 80 to limit wear on the valvetrain and keep the temperatures in check," Mark explained. "It's only an extra hour of travelling time, and 80km/h keeps the revs to 2400rpm, which reduces wear on everything in the engine."

The lads pulled some solid times at Mildura, running a 5.47@127mph on Tuesday and then backing that up with a 5.43@128mph on Wednesday.

Both Mark and Darby had a tough day at Portland though, handing in a slip for 5.98@105mph. "I ran the wild pass; Darby ran the fast pass," Mark laughed at the time. "It tore the sway-bar up, twisting it apart, so we ran into town and had it TIG-welded up. The fella who did it wouldn't take any cash for it; he just

wanted us to make a donation to the car club that runs the track. If the track is good tomorrow we'll put 600hp of gas in it and light the fuse."

The Capri's best on Friday was a 8.72@147mph due to not being able to run all three nitrous kits – still good enough for fourth in Turbosmart Outlaw Blown. The Tassie crew also finished the week with a gong for Quickest Without A Trailer, having crammed all their possessions inside and on top of the tiny coupe, thanks to the boot being full of fuel system.

"I really have to thank MV Autos, Profab, Tas Fab, Anthony Grivell, Anthony Raschella, Chris Palfreyman, Steve Paech, Mick Patterson, Chris Francis, plus my wife Lizzy and daughter Willow," said Mark, with Darby adding he wanted to thank his wife Eliza and sons Hugh and Matthew.



1971 FORD CAPRI
 Class: **Turbosmart Outlaw Blown**

SPECS

Engine: **550ci big-block Chev**
 Transmission: **Coan Powerglide**
 Converter: **MV Automatics**
 Diff: **9in, 3.89:1 gears**
 Power: **888rwhp**

Previous PB: **N/A**
 Best DC 2019 Pass: **8.46@162mph**





**1987 FORD XF
FALCON**

Class: **Haltech Radial Blown**

SPECS

Engine: **6.2L LS3**

Turbo: **BorgWarner S475**

Transmission: **TH400**

Converter: **Altorque Converters**
4000rpm

Diff: **9in, 3.5:1 gears**

Power: **1000rwhp**

Previous PB: **9.25@146mph**

Best DC 2019 Pass: **8.90@152mph**

Haltech
ENGINE MANAGEMENT SYSTEMS



CORY READ



STORY IAIN KELLY

DRAG Challenge regular Cory Read isn't about to make friends with the purists in the XD-XF Falcon Car Club, as his XF S-Pack runs eights thanks to turbo LS power. Cory originally ran the big white sedan in Drag Challenge 2016 with a basic forced, forged 5.7-litre LS1, as he'd weighed the cost of building a tough Windsor to make the same sort of power and instead opted to buy a Tuff Mounts LS conversion kit.

Having run mid-nines with the LS1, Cory stepped up to a built 6.2-litre LS3 out of a wrecked VF Commodore ahead of this year's Drag Challenge Weekend in Queensland, retaining the BorgWarner S475 power-adder, E85 fuel and GM PCM brains-box. The transbraked TH400 and 3.5-geared nine-inch out back were also kept, and provided a solid combo.

While his mechanical plans were solid, what Cory wasn't expecting was to land himself in hospital just days before DC 2019 kicked off! "I had been really busy with work before Drag Challenge; then I was busy at night preparing the car," he explained. "I thought I maybe had a cold, but I thought nothing of it. My wife told me to go to hospital, and as it turns out I had a bad chest infection. This was the Saturday before the scrutineering day, so we missed that coming over from Adelaide. We got to Melbourne at 2am Monday morning, and felt pretty knackered. I'm getting over it now."

Cory started the week strongly in Haltech Radial Blown class, running 8.90@152mph on Day One before backing that up at Mildura on Day Two with a 5.72@122mph, which equates to an eight-second pass on a full quarter-mile.

However, it all went badly wrong on Day Three, when the XF ejected its bonnet 100m

into the atmosphere as the car crossed the finish line at 123mph!

"I had no indication of it going, and all of a sudden it went bang!" Cory said. "It scared the crap out of me when it happened, because it smashed the screen and then folded into the roof."

Thankfully Cory had received a slip for his 5.80@123mph run, which meant he had all afternoon to fix the car, despite the windscreen and roof being caved.

"I can't believe we got a windscreen guy to come to the track that afternoon, and he managed to put a new screen in the front and secure the rear screen back in to the car," Cory said.

"Bushy [Mark Busscher] jumped into the car and used his feet to pop the worst of the roof dents out. Then, to fix the bonnet, Adrian Wood and a few of his mates jumped in to give me a hand to get some Allthread rod from Bunnings. We put that through the back of the bonnet and drilled holes in the firewall so that the bonnet threads in, then drops down on the pins and locks in that way. ANDRA officials had a look at it and are happy the bonnet is locked on securely now."

Portland saw the XF in the staging lanes to the amazement of many other entrants, with a 5.65@123mph the best Cory managed there, before finishing the week with a 9.32@131mph.

"We wanted to run an eight on standard suspension, which we did on Day One. All we did was fit new shocks," the Adelaide local said.

"Other than that incident with the bonnet, the event was awesome. It was probably the hardest we've done out of the four we've run, but it was great."





Haltech
ENGINE MANAGEMENT SYSTEMS

1973 HOLDEN HQ ONE TONNER

Class: Haltech Radial Blown

SPECS

Engine: GM LQ4 6.0L
Turbos: Twin GT3568
Transmission: 4L80E
Converter: Stock
Diff: 9in, 3.5:1 gears
Power: 680rwhp

Previous PB: N/A
Best DC 2019 Pass: 10.66@120mph



DAVID BARBER

STORY IAIN KELLY

"A FEW people have pointed out that I'm at the wrong show," laughed WA's David Barber, pointing to his HQ One Tonner sitting flat on the ground at the Calder Park scrutineering sheds. Dave drove the super-clean two-door commercial to Melbourne from Mandurah, Western Australia, despite it only having racked up 1900 street kilometres before he set off on his 10,000km round trip to and from Drag Challenge 2019.

The Tonner is a seriously impressive build, with a smoothed-out engine bay, custom tray and dash, full AccuAir air suspension and a twin-turbo six-litre LS under the bonnet. Dave actually built the HQ at home in his shed, changing the cowl and sheet metal over to a later HX style, while Clive Ross in Rockingham laid on the crisp white paint.

The tough LQ4 iron block runs a Lunati cam, deep-breathing LS3 heads, an eBay intake manifold and a stock reflashed PCM, making 680rwhp on just 20psi. Dave bought turbo header manifolds from the USA and mounted a pair of GT3568 snails to them, with a 4L80E trans not only coping all that the forced LS can throw at it, but also allowing sweet cruising thanks to its overdrive.

Out back, a sheet-metal nine-inch with 3.5 gears lives under the custom tilt-tray and four-linked rear end Dave built himself.

"I'll be limited to 11s this week, as it isn't tech-inspected," admitted Dave at the beginning of the event. "But I'm here to have a go. You build cars to drive them and this is what this event is all about, right?"

Day One saw Dave rock an 11.92@113mph

over the Calder quarter-mile, backing that up with an 8.16@92mph and a 7.21@101mph at Mildura in slippery conditions. He continued to improve as he learned the car, running a 7.10@95mph in Portland before going full-send back at Calder on Friday night to finish the week with a PB of 10.66@120mph.

"I actually did a 4500km road trip with my wife and son on the way to Drag Challenge, calling in to see relatives," Dave said. "That is why the shifter sits on the right-hand side of the seat, as I didn't want my young bloke kicking the car out of gear as we drove. When we got to Adelaide, they flew home and I kept going to Melbourne."

Dave was rewarded with a trophy for Longest Distance Driven at Drag Challenge 2019, before he turned around to make the long journey home the next day.





STORY CARLY DALE

MATT CAREY

THE most inspirational Drag Challenge entrant has to be Matt Carey and his stout BLWNQUAD VZ SS ute. Out for his second crack at Drag Challenge, wheelchair-bound Matt uses custom hand controls to pilot the race-ready ute. Matt has placed in the Top 10 in K&N Dial Your Own both years, chalking up seventh place this year with a final 0.1244sec off his 11.22sec dial-in. And he does it all without a trailer.

If that's not enough, Matt also took out the tinware for the Longest Distance Travelled this year, thanks to his parents Russ and Jen, who towed the ute 4800km one-way from Tom Price in WA to Calder. "It takes them five days, but I fly in with my partner, son and brother,

as there's no accessible accommodation for me along the way," Matt said of the lack of wheelchair-friendly digs.

For race duties, Matt has modified push-pad hand controls with a faster accelerator ratio. Yet the car is a tad too fast: "We've added a bolt to reduce the throttle to 65 per cent, as I ran a 10.9sec at an ANDRA meeting and was kicked out," Matt said. "I need to keep it over 11sec, as it doesn't have a rollcage."

And he won't be adding one, either. "It's a huge effort to be able to lift myself over a rollbar," he said, "and once I'm wearing a race suit, then it's on all day."

Currently Matt's brother Paul has sole crew duties, helping to ready Matt to lay

slick times. But that could soon change, with Matt setting his sights on a family-friendly DC 2020 contender. "Maybe a four-seater of 70s chrome-bumper era, running a late-model driveline with brakes and power steering to accommodate what I need," Matt revealed, while strategically keeping the finished product a surprise.

"As it's a massive expense for us to take part, I'd like to thank my sponsors: Global Factory Maintenance; Speed Pro Distributors; Independence Automotive; Street Quick Performance; Tom Price Tyres; Dingo De Construction; and Super Motor Spares."

Check out Matt's adventures on his Quadriplegic Motorsports Facebook page.

2006 VZ SS UTE

Class: **K&N Dial Your Own**

SPECS

Engine: **L98 6.0L**
Blower: **Magnuson 2300**
Transmission: **4L80E**
Converter: **Dominator 2500rpm**
Diff: **Truetrac LSD, 3.9:1 gears**
Power: **600hp**

Previous PB: **10.9sec**

Best DC 2019 Pass: **11.20@124mph**





1963 FORD XL FALCON UTE

Class: **Turbosmart Outlaw Blown**

SPECS

Engine: **302ci Windsor V8**
Transmission: **Jerico four-speed**
Clutch: **7.25in Tilton**
Diff **BorgWarner, 4.11:1 gears**

Previous PB: **N/A**

Best DC 2019 Pass: **11.06@124mph**



BRUCE HOWIE

STORY IAIN KELLY

BRUCE Howie brought his nitrous-huffing XL Falcon ute back to Drag Challenge 2019 for another crack at the Turbosmart Outlaw Blown class. While he normally runs a 347ci Windsor up front, the stroker motor suffered a calamity just a fortnight out from DC, throwing Bruce's preparations into chaos.

"Two weeks before Drag Challenge the Windsor dropped a valve at Heathcote," sighed Bruce. "So I fitted a stock-bottom-end 302 that I had in my panel van. It was from a Fairlane with a couple-hundred-thousand kilometres on it. I put some new Chinese heads on it and plonked the intake on from my other engine."

Bruce's ute runs what he described as a "poor man's Gear Vendors" overdrive to tame the four-speed Jerico manual on road legs. This is actually a spare BorgWarner diff loaded with a lazy 3.08 ratio, which he swaps in as a complete third-member for road legs. Before racing the car, he changes over to another BorgWarner running drag-friendly 4.11 ratios. "It's too hard to drive with the Jerico and 4.11s, but the 3.08 was great as you could drive at 2500rpm," Bruce said.

Bruce and co-driver Cody Sutherland managed to surprise themselves at DC 2019, pulling a string of impressive times, from the 11.40@123mph on Day One, to the

7.19@96mph and 7.29@97mph at Mildura on Days Two and Three, backed up with a 7.76@97mph at Portland.

On Day Five they added more gas and pulled an 11.06@124mph, which had Bruce cheering and won him the Quickest Stick-Shift trophy.

"Going across the line, it was valve-floating at 6000rpm, but it got us through the week," Bruce laughed. "I never thought it would go that quick; I was over the moon."

"We started off with a 50-shot, and stepped up to a 100-shot on Day Five. I want a visit from the ANDRA guys, because it doesn't have a 'cage, but we didn't quite get there."

CHRIS KAARSBERG

RUNNING in the Haltech Radial Blown class, Chris Kaarsberg's LX Torana sedan was impossible to miss in the pits thanks to its epic green paint and super-clean engine bay. The fluoro-green four-door monster has been in Chris's stewardship for nearly 25 years now, progressing from a tough 11-second 308 combo to late-model GM small-block power.

The 388ci Dart LS Next living under the Torry's bonnet is filled with good gear like a Callies crank and CP slugs, while Precision 62/60 turbos blow the good air and a Holley Dominator ECU controls the show. Running E85, the LX makes approximately 1300rwhp and has run in the fives over the eighth-mile at Kenda 660 events.

"The Shaun's Custom Alloy intake was the only one I could get that fit under the bonnet,

which was a major point of the build," Chris said. "We made 1300rwhp on 30psi, but I ran 26psi for the week. It weighs 3600lb and is all steel; it's a heavy car. We haven't used all 1300hp yet, as we haven't had enough track time."

Behind the potent LS is a two-speed Powerglide and custom converter, with a 3.5-geared nine-inch out back making 275 radials do a lot of work. "I'm only running an 8.5-inch wheel, so I'm not getting the full benefit of the 275 radial," said Chris. "I'm actually thinking of going back to a 235 on it."

On Day One Chris laid down an 8.32@171mph to put himself out there as a dark horse in the Haltech Radial Blown class. He wasn't far off the pace in Mildura, either, with a 5.73@113mph on Tuesday and

5.49@132mph on Wednesday, backed up by a 5.39@133mph over the eighth in Portland on Thursday.

Friday netted a PB for Chris's Torana thanks to an 8.18@172mph pass, showing the car will end up in the sevens. This was a seriously solid performance given Chris did the whole event solo!

"We would've went quicker, but the rain got us," Chris laughed. "This was my first five-day Drag Challenge, so I just crept up on it, as I didn't know what to expect."

"I loved the tracks in Victoria, as they were prepped really well. I really liked South Coast Raceway in Portland. Coming from Queensland where everything is dry, dusty and brown, it was just so nice and green down there, and the track was really good."





1976 HOLDEN LX TORANA

Class: **Haltech Radial Blown**

SPECS

Engine: **388ci Dart LS Next**

Turbos: **Precision 62/60**

Transmission: **Powerglide**

Converter: **Custom**

Diff: **9in, 3.5:1 gears**

Power: **1300rwhp**

Previous PB: **8.35@168mph**

Best DC 2019 Pass: **8.18@172mph**

Haltech
ENGINE MANAGEMENT SYSTEMS



BARRA THE WORLD



1969 VF VALIANT REGAL

Class: **XR6 Turbo Developments**
Six-Cylinder

SPECS

Engine: **4.0L Barra**
Turbo: **Precision 76/75**
Transmission: **Turbo 400**
ECU: **Haltech**
Diff: **BorgWarner BW78, 3.23:1 gears**

Previous PB: **11.0@112mph**
Best DC 2019 Pass: **9.35@145mph**

WARICK MELDRUM

STORY KIAN HEAGNEY

WARICK Meldrum has absolutely no issues upsetting purists. He stuffed a Barra into a VP Commodore for Drag Challenge 2017, before taking it to another level by putting the same Ford mill into a GM cult classic, a 1967 Chevy Camaro.

For 2019 he's taken aim at the Mopar crowd, pulling that same donk out of the 'Maro and throwing it into a 1969 VF Valiant Regal. "It's not like I was worried about what people

thought before, so why stop now!" he said.

The FG XR6 Turbo donk still bears the factory crank, cams and head, polished off with some ARP bolts and studs, Spool conrods and Ross Racing forged pistons. The manifold has been upgraded to a drool-worthy 6boost item feeding a new Precision 76/75.

Warick shared the driving duties with John Urquieta, another Drag Challenge alumnus who piloted his own VH Valiant Charger at

DC 2018. "It's still a real handful to pedal, so we're just hoping to run nines this week if we can and make it through," said Warick at the start of the week.

The boys certainly smashed that goal on Day One, handing in a 9.81@143mph. Warick and John continued to improve throughout the week, screaming home on Day Five with a PB of 9.35@145mph to finish fourth in the XR6 Turbo Developments Six-Cylinder class.

WAYNE CARTLEDGE

STORY KIAN HEAGNEY

WAYNE Cartledge's Barra-powered Cortina was looking like a fierce top-runner in the XR6 Turbo Developments Six-Cylinder class, running 9.09@148mph on Day One at Calder and a 6.42@113mph to sit third in class at the end of Day Two. However, things went sour on Wednesday, Wayne's Corty coating the track

in smoke after a serious failure.

"It burnt a piston pretty bad, and I suspect it was due to an injector letting go," said Wayne. "It's funny; we broke the diff and auto last year, so this year we fixed those and then the engine finally let go."

Fellow competitor and good friend of

Wayne's Danny Bresciani hit gearbox troubles with his R33 Skyline on the same day, so Wayne generously decided to harvest the 'box from his stricken Cortina in the pits at Mildura on Wednesday afternoon to keep the Skyline in the running, which went on to finish third in class. Talk about Drag Challenge spirit!



1977 FORD CORTINA

Class: **XR6 Turbo Developments**
Six-Cylinder

SPECS

Engine: **Barra turbo**
Turbo: **Garrett GTX55**
Transmission: **Powerglide**
Converter: **TCE, 3500rpm**
Diff: **9in, 3.25:1 gears**
Power: **670rwhp**

Previous PB: **9.02@150mph**
Best DC 2019 Pass: **9.09@148mph**

GLENN RICHARDS

STORY IAIN KELLY

ONE of a clutch of Barra-swapped 80s Falcons running in the XR6 Turbo Developments Six-Cylinder class, Glenn Richards's XE sedan is a real sleeper at first glance.

"I purchased the car from out near Shepparton," Glenn explained. "The previous owner had done a rotisserie job and fitted the stock BA XR6T Barra. I purchased it, got it engineered and finished off. It has valve springs, head studs, a log exhaust manifold, Proflow intake, upgraded fuel rail and 2200cc

injectors on E85, a Haltech plug 'n' play ECU, and the factory BA GT35 turbo."

Behind the four-litre twin-cam is a stock Tremec T56 six-speed manual operated by a Mantic twin-plate clutch, while a nine-inch with 3.9 gears and a Truetrac centre lives out back.

An 11.57@121mph over Calder Park's quarter-mile on Day One was followed up by an 11.60@99mph down the same tar stripe on Day Five. The more-door ran mid-sevens over the eighth at Mildura, with a 7.49@92mph on

Day Two followed by a 7.42@97mph on Day Three, before Glenn stomped a 6.19@113mph at Portland on Day Four.

"It's beautiful on the road, as it drives like a new car," Glenn said. "I had a few issues, as this is the first time I've done anything with the car. I twisted an axle on the first pass, had a blocked fuel return line at Portland, then had electrical issues with power cutting off after second gear at Calder, but I had an awesome time."



1984 FORD XE FALCON

Class: XR6 Turbo Developments
Six-Cylinder

SPECS

Engine: BA XR6T Barra 4.0L
Turbos: Stock GT3540
Transmission: Tremec T56 six-speed
Clutch: Mantic twin-plate
Diff: 9in, 3.9:1 gears

Previous PB: N/A
Best DC 2019 Pass: 11.57@121mph

CHRIS PALFREYMAN

STORY KIAN HEAGNEY

DRAG Challenge 2019 was Chris Palfreyman's first stab at the event, bringing his Barra-swapped XD Falcon all the way up from Hobart.

Chris built most of the car himself at home, with the basic combo comprising an FG Barra with rods, pistons and custom cams, forced by a 94mm Garrett GTX 55 controlled by an MS3Pro Ultimate. The mill is backed by a two-speed Powerglide with an SDE 4000rpm converter, sending power to a nine-inch rear

end with 40-spline axles and 3.7:1 gears.

Chris hadn't really had a chance to put some proper R&D into the car when he fronted up to Calder Park for Day One, but by the end of the day he'd handed in a PB of 9.14@160mph.

The real drama began on the road to Mildura: "We hit a kangaroo after we stopped to help a competitor, plus we had coolant and fuel leaks to fix and a couple of other dramas," Chris said.

Coming into Day Five back at Calder, just

0.823sec stood between him and class leader George Lyras, and when Chris went out and smashed his PB with an 8.71@157mph, it looked as though the race for the top gong was heating right up. Sadly, that was all Chris could muster. "We've been overheating the 'box on the road a bit this week, and that last pass finally killed first gear," he said.

Chris was still all smiles though, finishing second in class, and with a killer PB to boot.



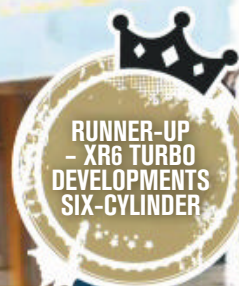
FORD XD FALCON

Class: XR6 Turbo Developments
Six-Cylinder

SPECS

Engine: Barra turbo
Turbo: Garrett GTX 55
Transmission: Powerglide
Converter: SDE 4000rpm
Diff: 9in, 3.7:1 gears

Previous PB: 9.35@158mph
Best DC 2019 Pass: 8.71@157mph



FAST FOURBIES

BRUCE CHRISTIAN

STORY CARLY DALE

ROCKING a wicked drag rake, Bruce Christian's Nitrous-fed, 383ci Chev-powered 1973 FJ40 Land Cruiser belted out its first SM Drag Challenge in square-bodied style. Slotted into the K&N Dial Your Own class, the Cruiser ran stout 11sec passes and towed a trailer throughout the four seasons of DC 2019.

Underneath, the FJ sports a bunch of late-model 70-series parts, as well as a TH400 with 4000rpm stall and 4.11 diff gears.

The true challenge began for Bruce on Day Two in dusty Mildura. Bruce ran a squirrely first pass, which subsequently slowed further runs in a bid to avoid a repeat of facing the wall in the

deep end. "I also fried the clutch in the LSD," Bruce said. "So I bought a \$400 second-hand diff in Mildura, in case we broke it completely."

The TH400 was not enjoying the punishment either. "The trans sat at 215°C while towing in the heat, so I rigged up the thermo fan to permanently stay on for the trans cooler," Bruce explained. "I nursed it to the finish and got through without a burnout or spray on the last run at Calder – it was hard not to hit the button!"

"I'll be back next year, and I might add a supercharger. I already have the body off, the diff out and stripped, and the trans out to get rid of the transfer case."

1973 FJ TOYOTA LAND CRUISER

Class: K&N Dial Your Own

SPECS

Engine: 383ci Chev

Nitrous: 150hp shot

Transmission: TH400

Converter: 4000rpm

Diff: LSD, 4.11:1 gears

Power: 415rwhp

Previous PB: 11.5@112mph

Best DC 2019 Pass: 11.25@116mph



TURBOSMART
Engineered to WIN

2004 JEEP CHEROKEE SRT8

Class: **Turbosmart Outlaw Blown**

SPECS

Engine: **Gen III Hemi 6.4L**
Blower: **Edelbrock TVS2650**
Transmission: **Stock**
eight-speed auto
Converter: **Stock**
Diff: **Stock, 3.7:1 gears**
Power: **493rwhp**

Previous PB: **N/A**

Best DC 2019 Pass: **11.82@118mph**



ANDREW MCLELLAN

STORY IAIN KELLY

"I NORMALLY run my orange Plymouth 'Cuda, but it is in being restored, so I figured I'd bring my daily driver," said Andrew McLellan. That daily just happens to be this beastly 5000lb Jeep Cherokee SRT8 with 6.4 litres of Gen III Hemi under the bonnet, along with an Edelbrock supercharger.

Thanks to its 4x4 drivetrain and blower, Andrew was running in Turbosmart Outlaw

Blown, spinning up huge 305/35/20 drag radials at each corner.

"The TVS2650 supercharger runs 6psi, and I also have an aftermarket interchiller fitted to keep intake temps low," he said. "I've also fitted an aftermarket exhaust, so it makes 368kW [493hp] at all four wheels. I've found launch mode makes it quite doughy out of the hole, as it only has 1800rpm on board when it lets it go."

Andrew had the 5000lb brute running high 11s on the quarter, though he had ulterior motives for DC 2019.

"I'd like to spectate a bit more this year," he said. "I have told some of the other Sydney guys I'm travelling with that they can hop in the passenger seat for \$100 an hour to enjoy the climate air, air-conditioned seats and some luxury!"

GEOFF STONE

STORY CARLY DALE

UNDOUBTEDLY the beefiest entry for 2019 *Street Machine* Drag Challenge was Geoff Stone's 6000lb (2700kg) 2000 Nissan Patrol.

Geoff raced an HQ Monaro Doorslammer in the late 90s to early 00s, and was keen to partake in the Drag Challenge festivities, but the VP Commodore he was building didn't work out. Not to be deterred, Geoff changed tack, sliding the VP's built L98 backed by a 6L80 six-speed with 3000rpm stall into

his daily.

"The Patrol ran 15.2sec at Heathcote two weeks ago, and it's been on a diet since," Geoff explained on registration day. "I've changed it to 2WD, taken off the winch and replaced the bullbar with an alloy one. I'm hoping for 14s, but I'm just here to have a fun week with my mate Guy and my 16-year-old daughter Paris."

Day Two on Mildura's eighth-mile saw the meaty Patrol belt out a 9.23@74mph (14.3sec

quarter-mile) pass on a 14.482sec dial-in, and by Day Five the continual racing had taken its toll; I found Geoff under the rear of the jacked-up Patrol draining the 75L sub-tank before removing the second battery to slim the big girl a little in the hunt for consistency.

Overall, the Patrol placed 20th in class, and Geoff is keen to compete in Drag Challenge 2020 with Paris's FC Holden, sporting the same L98 and six-speed.

2000 NISSAN PATROL

Class: **K&N Dial Your Own**

SPECS

Engine: **L98**
Transmission: **6L80**
Converter: **3000rpm**
Diff: **Factory**
Power: **295rwhp**

Previous PB: **15.2sec**

Best DC 2019 Pass: **14.48@95mph**





CHARLIE ATTARD

STORY KIAN HEAGNEY

MOST combatants taking on the gruelling trials of Drag Challenge come into the week with some form of strategy to make it through the 1500km of road driving. Switching fuels, tyres, tunes and so on is common, but pulling off an entire blower set-up between tracks is a Drag Challenge first.

This is something Charlie Attard had planned well in advance with his 1970 LC Torana, and, as he explained, the daily procedure is not as arduous as it may sound. "It takes about 45 minutes to swap it over from the blower back to the normal carby set-up, and we're pretty good at it now," he said.

Believe it or not, the reason for the blower removal is actually to keep things simple. "We run meth with the blower, so when we switch back to the carby we also go back to pump 98 and it makes the road miles pretty easy," said Charlie.

The donk itself is a trusty old 202, grout-filled to the bottom of the water pump and still running the standard crank and rods. Flat-top forged pistons help contain the 12psi of boost from the 6/71 blower, breathing through an aluminium Yella Terra 12-port head and a homemade four-barrel manifold to make the blower swap a breeze.

Other mods include an external oil pump, MSD ignition and a mechanical belt-driven fuel pump to feed the blower with meth, while an electric pump feeds the carby set-up PULP 98 on the road.

"It's great; it'll cruise at 100km/h all day long with four blokes loaded in and the trailer on the back, doing 20L/100km/h," said Charlie. "It'll use the same amount of meth in one pass down the strip!"

Charlie says power is around 300rwhp, which gets to the ground via a two-speed 'Glide and a BorgWarner BW78 diff from a Commodore with road-friendly 3.08:1 gears.

This was Charlie's first time at Drag Challenge, and his goals for the week were pretty simple. "We were hoping to run 11s all this week, which is where we are; we can't go much faster without the 'cage anyway," he said on Monday.

Day One saw Charlie PB on the quarter at Calder Park with an 11.26@119mph. He followed those up with a string of seven-second passes over the eighth-mile tracks, with a 7.90@78mph on Day Two and a 7.16@96mph on Day Three at Mildura, and 7.04@97mph at Portland on Day Four. An 11.27@118mph on Day Five back at Calder saw Charlie hand his timeslip in early, taking home the 'I Survived Drag Challenge' sticker and eighth place in the XR6 Turbo Developments Six-Cylinder class.

"It's such a good event," Charlie said of his first DC campaign. "I'd been wanting to do it for a while now, so we re-did the car this time specifically for the event. This is the first time I've registered it since I bought it six years ago."



1970 HOLDEN LC TORANA

Class: XR6 Turbo Developments
Six-Cylinder

SPECS

Engine: 202

Blower: 6/71

Transmission: Powerglide

Converter: 5000rpm

Diff: BorgWarner BW78, 3.08:1 gears

Previous PB: N/A

Best DC 2019 Pass: 11.26@119mph

XR6turbo
developments





STORY IAIN KELLY

BRANDON ZITO

RUNNING in Haltech Radial Blown, Brandon Zito had a cracker time at Drag Challenge 2019 in his super-neat 1BADLC '71 Torana. The beautifully presented two-door is powered by a 364ci Chev small-block wearing twin Garrett GTX3582 turbos, controlled by a FuelTech FT600 ECU.

Brandon has run up to 24psi through the SBC on E85, and seen 1260rwhp on the dyno. Having done well at events like King Of The Street, he had high hopes for a good showing on DC 2019.

"This is a brand new combo for Drag Challenge this year," Brandon said. "We

hurt the motor at Drag Challenge last year, so there have been a lot of changes. The car went 7.90 at Swan Hill on the previous combo."

Despite issues getting it out of the hole, Brandon managed to bank an 8.29@175mph on Day One at Calder. He backed that up with a 5.62@128mph on the eighth-mile at Mildura on Day Two, before clocking 5.31@137mph on Day Three.

"It was leaving on only 4psi," he said. "I struggled on Tuesday but worked out I needed more in it off the line so it stuck better at mid-track. I tried that first run Wednesday

and it went 5.31!"

The weather in Portland proved a challenge, but Brandon still managed a 5.68@127mph before he hit the road back to Melbourne.

Brandon threw everything at 1BADLC on Friday, and he was rewarded with a 7.99@176mph to land him fifth in class, seventh outright, and membership to the Seven-Second Club.

"I was rapt with how we did," said Brandon. "We didn't have any problems on the road, apart from the left-rear tyre going flat one night in Mildura. After the issues last year, I was really happy with how we did."



1971 HOLDEN LC TORANA

Class: **Haltech Radial Blown**

SPECS

Engine: **364ci small-block Chev**

Turbos: **GTX3582**

Transmission: **Powerglide**

Converter: **SDE 3200rpm**

Diff: **9in, 3.25:1 gears**

Power: **1260rwhp**

Previous PB: **7.90sec**

Best DC 2019 Pass: **7.99@176mph**

Haltech
ENGINE MANAGEMENT SYSTEMS





1987 HOLDEN VL COMMODORE

Class: **Haltech Radial Blown**

SPECS

Engine: **Dart LS Next 2.0**
Turbo: **Twin Precision 76mm**
Transmission: **Powerglide**
Converter: **TCE 10.5in**
Diff: **9in, 3.25:1 gears**

Previous PB: **N/A**

Best DC 2019 Pass: **7.87@177mph**



DANIEL DRURY



STORY IAIN KELLY

IF THIS car looks familiar, that is because this is the ex-Lorenzo Gullotto VL from Perth, which ran 7.65@180mph in Haltech Radial Blown at Drag Challenge 2018, was the first car at DC to crack into the four-second bracket on the eighth-mile, and finished third outright that year. Daniel picked up the charcoal VL as a roller recently, taking it back to his hometown of Albury-Wodonga for a new motor and ECU package.

Daniel had Matt Sims Performance (MSP) build up a big-inch 428ci combo using a Dart LS Next 2.0 block, with twin low-mount 76mm turbos. On top of this, Daniel has

changed the car's brain-box, with a new Haltech Elite 2500T ECU package given the nod, which MSP also tunes for him.

The rest of the 3430lb four-door is largely unchanged for Drag Challenge 2019. Given how fresh the car and combo is, Daniel set realistic goals for his tilt at Haltech Radial Blown. "We're still learning the car, as we've never had something with this kind of potential, so my overriding goal going into this week is to get back here at Calder on Day Five. I drove the car home from town, but we really haven't had much time in it yet."

After making a few exploratory passes on

Day One, Daniel finished the day with a solid 8.26@174mph, before a relaxed cruise up to Mildura. Over the eighth-mile, the Albury-Wodonga lads started getting a handle on the combo, running a 5.97@95mph on Tuesday, followed by a 5.27@128mph on Wednesday and a 5.70@123mph at Portland.

By Friday they were ready to start leaning on the VL, running a handful of seven-second passes. By the end of the night Daniel handed in a 7.87@177mph timeslip to finish his first Drag Challenge sixth in Haltech Radial Blown and eighth overall.

JOHN WHYTE

STORY IAIN KELLY

CANBERRA'S John Whyte had the closest thing resembling a bona fide sleeper in Turbosmart Outlaw Blown at DC 2019. His 1950 Chev Fleetmaster sedan looked ready for a rockabilly cruise-in, but is actually hiding a completely re-thought drivetrain and suspension package.

The 5.7-litre LS1 mill runs mildly worked heads and cam on an otherwise stock bottom end, controlled through a reflashed VY Commodore PCM brain-box and paired to a 4200rpm SDE converter and a four-speed 4L60E transmission. The big news for 2019 was the 42mm turbo hanging behind the driver's headlight.

"My wife gave me the turbo for Christmas," John laughed. "It is my daily driver at home, so I don't want to break it or run faster than 11s, because I don't want to have to 'cage it. I've got other cars at home to go fast; this is nice and comfortable."

While it looks stock, the chassis has been significantly upgraded, with coil-

over suspension at each corner and a BorgWarner diff out back packing 3.72 gears. Running 8psi and regular 98RON PULP fuel, the big more-door Chev made 450rwhp.

Day One of DC 2019 started on a high for John, running an 11.47@126mph. While this showed the car had the legs to run a low 11 or high 10, John elected to not keep making passes and risk ending up with four neutrals in the 4L60E, so he hit the road instead. At Mildura's eighth-mile, a 7.65@87mph on Day Two was bettered to a 7.57@99mph on Day Three, backed up in Portland with a 7.59@100mph on the eighth there.

Back in Calder on Friday, John ran a Drag Challenge PB of 11.32@128mph, before hitting the road early. "I had a wedding in Canberra at my place on the Saturday," he laughed.

"The Chev cruises so nicely on the road; it just eats up the miles. I've driven it all over the place and it is just brilliant."



1950 CHEVROLET FLEETLINE

Class: Turbosmart Outlaw Blown

SPECS

Engine: GM LS1 5.7L

Turbo: 42mm

Transmission: 4L60E

Converter: SDE 4200rpm

Diff: BorgWarner, 3.72:1 gears

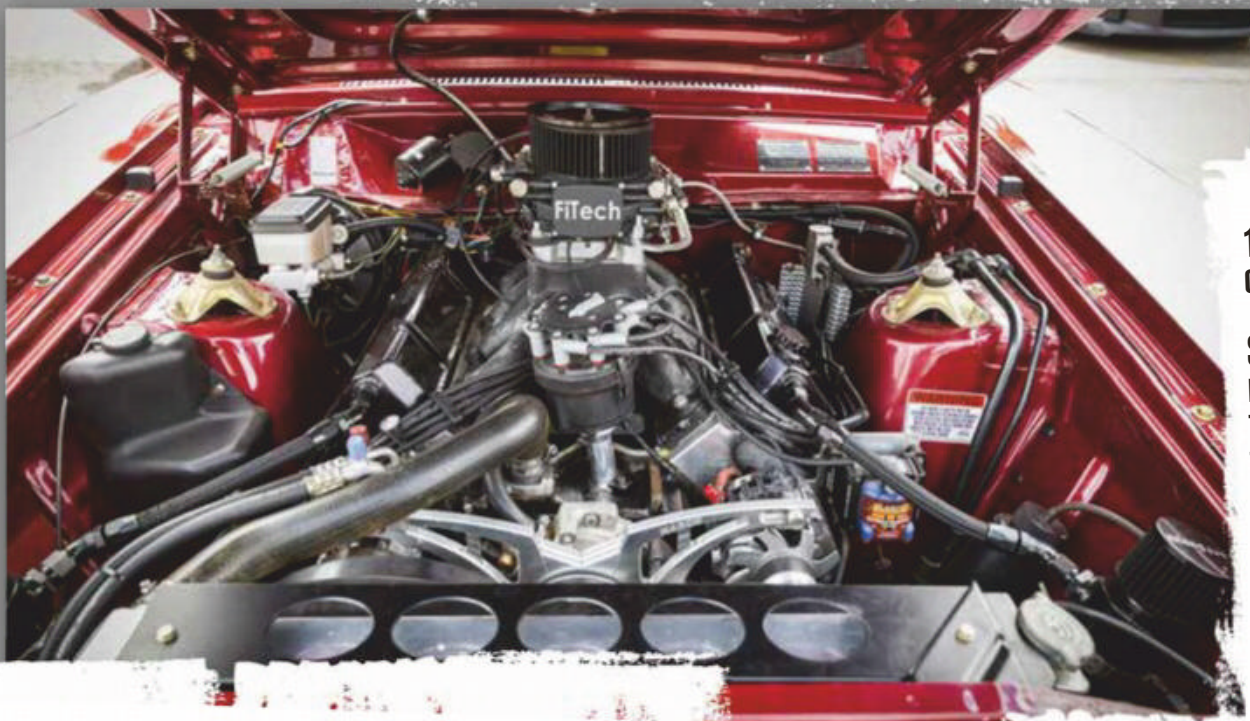
Power: 450rwhp

Previous PB: N/A

Best DC 2019 Pass: 11.32@128mph

TURBOSMART
Engineered to WIN





PACEMAKER

1977 FORD XC FALCON
Class: Pacemaker Radial Aspirated

SPECS

Engine: 434ci Cleveland
Turbo: FiTech EFI
Transmission: Powerglide
Converter: 4800rpm
Diff: 9in, 3.9:1 gears
Power: 442hp

Previous PB: 10.6sec
Best DC 2019 Pass: 11.87@111mph

CASEY THOMAS

STORY JACK HOULIHAN

WITH his brothers in tow, Drag Challenge virgin Casey Thomas brought his well-travelled XC Falcon to the table, racing in the Pacemaker Radial Aspirated class.

An IT man by trade, Casey shipped his big Aussie barge to the Mother Country while he worked there, racking up plenty of miles across the UK. Returning Down Under in September, he thrashed on the car to get it ready for his Drag Challenge tilt.

For the past six years, the '77 sedan has run a 400 Cleveland donk, stroked out to 434 cubes. Over Drag Challenge, Casey used a FiTech EFI system, but has since opted for a

Barry Grant Dominator carb atop a hard-to-find CHI high-rise manifold. CHI 3V heads round out the package. At the rear wheels, Casey has managed to squeeze out 563hp, though the car was then detuned to reliably dispense 442 ponies. The mill is backed by a Powerglide auto and freshly rebuilt Detroit Locker nine-inch.

Casey and the boys had a relatively stress-free run over the whole week. "We replaced an axle bearing at Warracknabeal, but otherwise the car ran flawlessly," he said. "There were still a couple of moments when I asked myself: 'What the bloody hell have I done here?'"

Casey ran the only XC Falcon competing in this year's event, and recorded a best pass of 11.87@111mph on Day One at Calder Park.

"The car's run a 10.6 before, so I know it's fast," he said. "I wasn't there to prove anything aside from reliability. Having been away for a few years, it was great to get back with the brothers and have a bit of fun."

Casey is a sure bet for next year's Drag Challenge. "I've bought an XY Fairmont wagon from the Isle of Man, which I'm doing a turbo Barra conversion on. I'll be racing that next time – you can't beat boost!"



DAN GARDNER

STORY IAIN KELLY

THE loss of our locally designed and built rear-drive V8s still stings, but there is a glimmer of hope for future generations of street machiners after WhichCar.com.au brought a brand-new ZL1 Camaro to Drag Challenge and stomped out low 11s. Converted to right-hand-drive by HSV, the factory-supercharged muscle car packs a 640hp 6.2-litre LT4 Gen V small-block, 20x10 and 20x11 wheels, new-generation Magnetic Ride Control suspension and a 10-speed auto.

The beefy 305-wide rear tyres meant the Camaro had to run in Outlaw Blown, and the sight of a brand new \$160,000 HSV wearing drag radials in the pits caused a few raised eyebrows, though it was clear the near two-tonne two-door needed the fat, sticky rubber given the immense

hooch it had under the aluminium bonnet. WhichCar journalist Dan Gardner was tasked with piloting the raucous machine, which was no small order given he had never been down a drag strip before! Straight off, Dan knocked out an 11.36sec pass, before hot-lapping a seriously impressive 11.20@127mph.

Of course, the long haul to Mildura was covered in absolute comfort, with Dan enjoying air-conditioned Recaros, 8.0-inch colour touchscreen, Apple CarPlay and Android Auto integration, wireless charging, a nine-speaker BOSE audio and all the other luxuries of a modern performance car.

Dan's first hit-out at an eighth-mile was in tough weather conditions thanks to the strong winds and dust storms at Mildura's Sunset Strip. Still, his 7.64@99mph was in

the ballpark for other heavy vehicles in his class like Andrew McLellan's supercharged 6000lb Jeep Cherokee SRT8.

Wednesday saw the big red rig squeeze out a 7.37@99mph, backing that up with a 7.33@97mph in Portland.

Day Five found Dan back at Calder and keen to improve on his PB. However, while he made plenty of laps, he found the Camaro's ETs slowing, and an 11.51@123mph was the best he would run on the day.

"This is all so new to me, so I'm still trying to work out why the car is running slower," he said. "Maybe it's the tyres, as these drag radials have been on the car all week. And while the temps are lower, the air pressure is also much lower than it was on Monday. Maybe we're not making as much horsepower."





**2019 HSV CAMARO
ZL1**

Class: **Turbosmart Outlaw Blown**

SPECS

Engine: **LT4 6.2L**

Transmission: **10L90-MGL**

Converter: **Stock**

Diff: **Stock IRS, 2.85:1 gears**

Power: **640hp**

Previous PB: **N/A**

Best DC 2019 Pass: **11.20@127mph**

TURBOSMART
Engineered to WIN

BEN TAYLOR

QUEENSLAND'S Ben Taylor brought his sweet '67 Camaro back to Victoria for another tilt at Drag Challenge, once again running in Haltech Radial Blown. However, his event started in almost the worst possible way on Day One at Calder, when a huge fire engulfed the Butternut Yellow F-body's engine bay while on the startline.

"A fuel line popped off and it went straight up," Ben said. "We got it straight back to the garage at Calder and started tearing it down to see what we needed to fix. We didn't come all this way just to give up."

Accepting a 20-second pass for the day, Ben and Rob Armstrong began a mad 24-hour thrash to fix the pony car and stay in the game. Luckily the 88mm Pro Mod snail and forged LS2 were okay, with the worst of the damage related to wiring and ignition parts.

"We found a Commodore wrecker not far from

Calder and he had heaps of parts we could use," Ben said. "Security let us work in the shed and we were there 'til about 1:30am, and we were back there at 5:30am on Tuesday. We rewired the engine, got new coils, made new leads, got a VY PCM, bought new 2200cc injectors from VPW, plus we fitted a new cam sensor, oil gauge, manifold oil feed and vacuum lines."

While they were thrashing on the neat eight-second machine, they discovered extra work to keep them busy, like issues buried in their new second-hand wiring loom.

"We found earths weren't connected in the wiring harness, so we had to strip it and find all the faults in it," Ben explained. "We also only discovered the oil feed line was wrecked at 9am on Tuesday and had to then fix that."

"The fire happened at 10:30 on Monday morning, and by 10am Tuesday we had it fixed. We then had to drive to Mildura via Swan Hill,

and we made it into the pits at Mildura on one per cent fuel. We aren't in with a chance of winning, but this is what Drag Challenge is all about."

After arriving late to Mildura, they had a beautiful week, running PBs each trip down the eighth-mile. They banked a 6.78@108mph on Day Two before coming back to run 5.77@123mph on Day Three, backed up by a 5.62@125mph on Day Four at Portland.

Ben and Rob finished their week strongly, with an 8.96@153mph on Day Five to sit 27th in class and officially make it to the end of Drag Challenge 2019.

"We had run a PB of 8.80@156mph at Willowbank, and we could have run faster on Day Five, but the ECU and wiring fell out and dropped in my lap," Ben laughed. "It scared the shit out of me. We hadn't had a chance to fit all that stuff back in after the fire." ■

1967 CHEVROLET CAMARO SS 396
Class: **Haltech Radial Blown**

SPECS

Engine: **LS2 6.0L**
Turbo: **Turbonetics Pro Mod 88mm**
Transmission: **Powerglide**
Converter: **AZNU 4000rpm**
Diff: **9in, 3.25:1 gears**
Power: **920rwhp**

Previous PB: **8.80@156mph**
Best DC 2019 Pass: **8.96@153mph**

Haltech
ENGINE MANAGEMENT SYSTEMS





ABOVE: Day One of DC 2019 wasn't much fun for Ben Taylor, with a fire breaking out in his '67 Camaro's engine bay after a fuel line came unstuck. The team thrashed to fix the myriad problems it caused, including rewiring the engine, and by Day Two they were back on track



DRAG CHALLENGE

STORY KIAN HEAGNEY PHOTOS CHRIS THOROGOOD & SHAUN TANNER



LIFE IN THE FAST 'LANE

> DAMIEN KEMP'S FAIRLANE FASTBACK IS A PURPOSE-BUILT DRAG CHALLENGE MACHINE

PEOPLE building street-friendly machines specifically to take on the gruelling trials and tribulations of *Street Machine* Drag Challenge is quickly becoming commonplace, and Damien Kemp's 1966 Ford Fairlane fastback is a prime example.

Famous for piloting his outrageously cool 1000hp Funderbolt gasser, Damien decided to build something a bit tamer for Drag Challenge, while still keeping that 60s flavour. "I pulled the Fairlane out of a desert in Arizona, which is why it has that real sunburnt look," he says. "I built the car ready for last year's Drag Challenge, but then my son was born so close to the event that it just didn't work out."

Damien converted the car to right-hook using a ZD Fairlane dash, and then cherry-picked all the old running gear from his Funderbolt gasser to give the fastback some snot. "I built the whole thing myself except for the exhaust," he says.

A Windsor mill headlines the act, using a Scat stroker kit to take it out to 408ci, with Edelbrock heads and intake and an 850 Demon carby. Damien theorises the donk is good for around 520hp with a 100-shot of giggle gas, making for a pretty stout package. The rest of the driveline consists of a C4 auto that is shifted with a genuine set of Hurst Lightning Rods from the 80s, plus a 3800rpm converter and a nine-inch rear end with 3.7:1 gears.

Damien loves keeping his cars in the 60s era of drag racing, so the Fairlane also features a Don Garlits tach and original Ansen wheels.

Prior to Drag Challenge, Damien had only had the car at the track once, flashing up an 11.1 on his best of three passes, and due to having no rollcage he wasn't going to be able to push it much harder than that at DC anyway.

While the exterior remains unchanged, Damien re-did the interior with extra Drag Challenge creature comforts to make the road miles less torture. "I put all new sound deadening through the car when we did the interior; I coated the whole underside as well and just made it a bit nicer," he says. "It

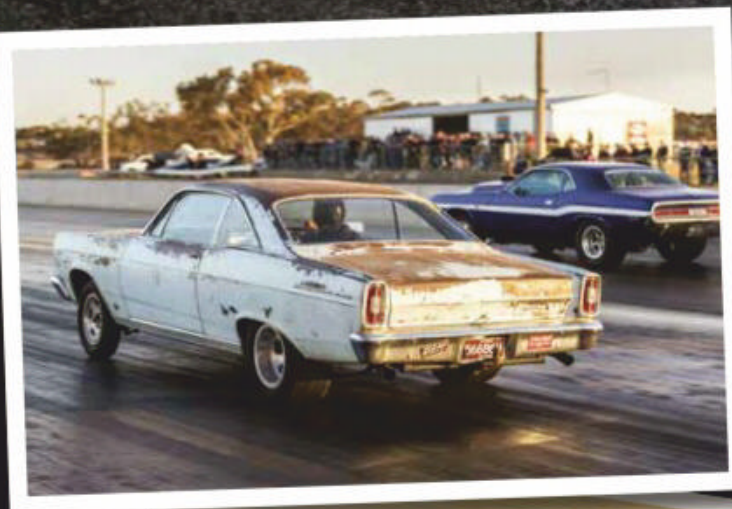


**DAMIEN THEORISES THE
WINDSOR DONK IS GOOD
FOR AROUND 520HP WITH A
100-SHOT OF GIGGLE GAS**

DAMIEN KEMP
1966 FORD FAIRLANE FASTBACK
Class: K&N Dial Your Own

SPECS
Engine: 408ci Windsor
Transmission: C4
Converter: 3800rpm
Diff: 9in, 3.7:1 gears
Nitrous: 100hp shot

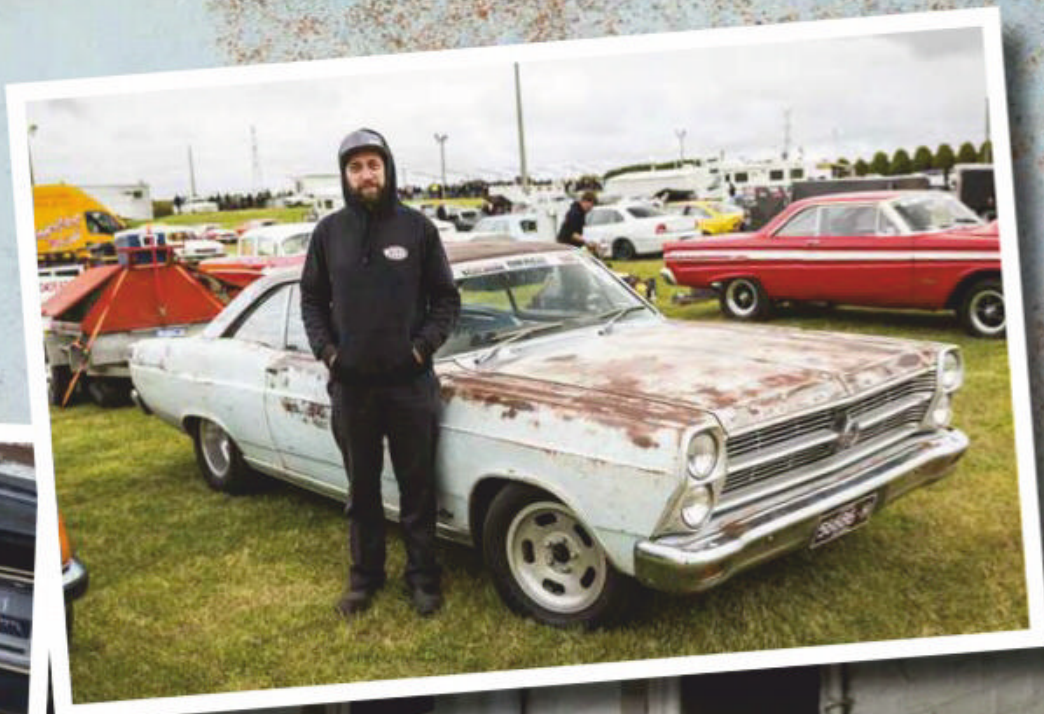
Previous PB: 11.1sec
Best DC 2019 Pass: 11.13@121mph



RODS OUT

ONE of the most striking parts of Damien's Fairlane build is the oh-so-80s genuine Hurst Lightning Rods shifter. The first two rods allow you to manually select first and second gear respectively, while the third rod is used for your general park-reverse-neutral-drive selections.

"It's the first time I've used them, and I was surprised I didn't muck it up going down the track," Damien says. "I did sometimes get a bit caught out driving around town if I was busy chatting away, because the 'box is fully manualised, so you have to use them all the time."



I PULLED THE FAIRLANE OUT OF A DESERT IN ARIZONA, WHICH IS WHY IT HAS THAT REAL SUNBURNT LOOK

made a big difference. The road miles were so much easier, and I made sure everything in the car worked, even the clock and the glovebox light."

As for Drag Challenge aims, Damien just wanted to have fun. "A few of my mates were in Dial Your Own, so I went with that class, and it's a good way to have a week off work and spend some time with your mates," he says. "It's also a really good test of your knowledge as well, having to fix a car at the side of the road without major help and making the car do 1500km and at least five passes in a week."

Damien's week was a pretty smooth one, with only a dud starter on the way to Portland

giving him some trouble. Despite having a largely untested car and no intention of running a proper dial-in strategy, Damien managed to fluke his consistency enough to earn himself 11th spot out of 59 finishers in the K&N Dial Your Own Class. "I'm pretty stoked with that; it wasn't really my plan going into the week," he says.

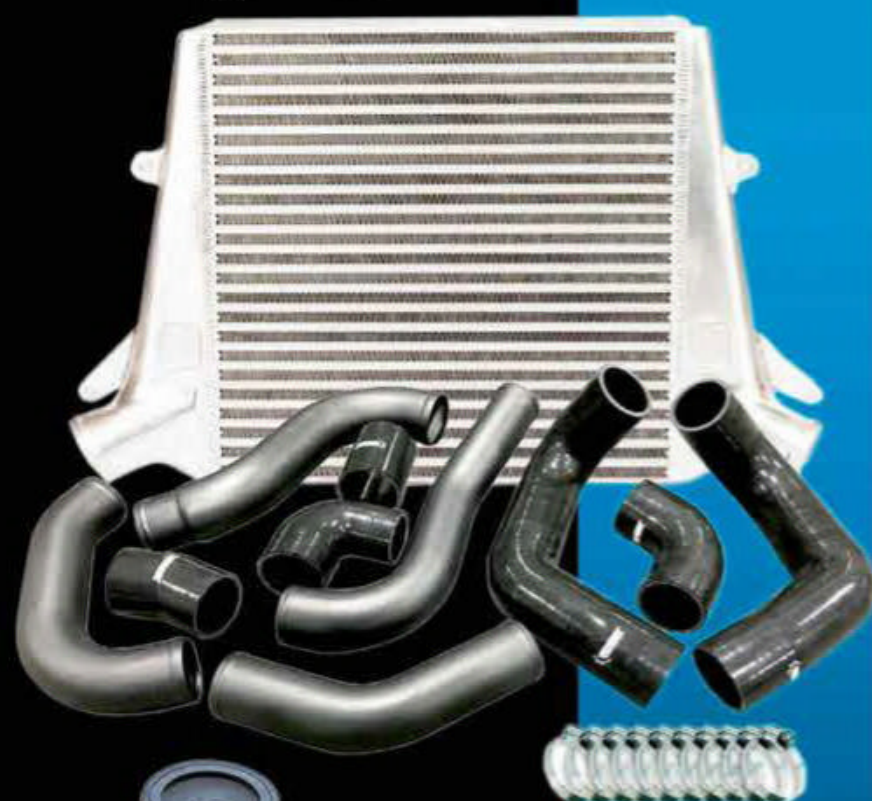
He began the week with an 11.19@123mph on Day One, managed a 7.11@98mph and a 7.15@97mph over the Mildura eighth-mile on Days Two and Three respectively, before a 7.11@98mph at Portland on Day Four and a 11.13@121mph to finish off the week back at Calder.

"It was a really enjoyable week because I usually run in the more serious brackets with other cars," Damien says. "It was good not to bust arse and just go out there and have some fun."

Damien is interested in running in future DC events, but he's not quite sure what his plan of attack will be yet.


"I'm planning on coming back next year and having a bit more of a crack, but I'm not sure if the other car I'm building will be ready in time," he says. "I'd be pretty keen on the Drag Challenge Weekend event in Queensland as well; that'd be a good road trip up, I reckon." ■

A black and white photograph of a mechanical component, likely a carburetor or fuel injector. The component features a polished metal body with a prominent circular air filter or pressure gauge mounted on top. A black plastic housing is shown to the left, partially detached, revealing the internal structure. The entire assembly is set against a dark background.



Street MACHINE DRAG CHALLENGE 2019

 @xr6turbodevelopments
(03) 8781 0500
Dealer Enquiries Welcome

 @xr6turbodevelopments

(03) 8781 0500

Dealer Enquiries Welcome



LET'S ROLL!

> HOW TO MAKE SURE YOUR WHEELS AND TYRES ARE THE RIGHT FIT FOR YOUR STREET MACHINE

A GREAT stance is the key to a good-looking street machine. Taking a stock drivetrain and chassis, getting the height right and filling the guards with the right-size wheels and tyres is a sure way to transform your ride from amazing to exceptional.

The trick is to start with wheels that match your intended build style. For example, if you're going with a nostalgia theme, 20-inch billets probably won't look right. Once you have the wheel style sorted, it's time to research tyres.

TYRE TECH

THE specifications of a tyre are stated on its sidewall. These number and letter combinations denote the speed rating, the diameter and the ratio of the sidewall height to the section width. Section width is the dimension across the fattest part of the tyre, not the tread width. So two tyres with the same section width from two different manufacturers may have quite different physical sizes.

There are 30 possible speed ratings for tyres, but the two key ones are the S rating

(for passenger vehicles up to a speed of at least 180km/h) and the Z rating (for passenger vehicles up to a speed of at least 240km/h).

In addition, there are 238 possible load ratings. As a guide, a load rating of 100 represents an 800kg load capacity per tyre, while a load rating of 0 is 45kg per tyre. The sum of the load-carrying capacity of four tyres should be equal to the vehicle weight plus at least 50 per cent, to provide an appropriate safety margin for tyre fatigue under a variety of load conditions.

CHOOSING TYRES

TO FIND the right tyres for your wheels, visit your tyre dealer and look at the tyre and rim manuals, or check data online. You'll be able to research the range of tyres recommended for your rim sizes, and the height, tread width and section width for each option. We often have to talk modifiers out of, say, a 12-inch-wide wheel where rules such as floating hub or lane-change test requirements would come into play; almost the same-width tyre can be fitted to a 10-inch wheel, where these

technical issues won't apply.

Choosing the right front tyres can be more difficult than the rears. You need to keep the turning wheel away from the mudguard, and you also need to have enough room for suspension travel. The best way to ascertain which front tyres are best for your street machine is to mount a wheel and tyre on the car and see how much room you have on full lock and bump. Then you can make a judgement based on the backspace and diameter of the mock-up combo. A rule of thumb is to have the overall width between the outside of one tyre to the outside of the opposite one at least 250mm (10in) narrower than the width between the inside edge of one guard to that of the opposite guard. A four-inch backspace on a seven-inch rim is common.

Rear fitment is easier. You can map your dimensions on the garage floor or draw a scale diagram. Drop a vertical from the inside of the outer guard and mark a line on the floor. Then mark the axle flange to the floor. Finally, drop a vertical from the inner guard to the floor. Then you'll have all of the dimensions you need to work out the perfect wheel/tyre combination.

PLUS ONE

TO MAKE low-profile tyres fit (while maintaining the same overall diameter of the original tyres and without resulting in excessive tyre width), the diameter of the wheel can be increased one, two or even three inches to compensate for the lower cross-section tyre height.

This is called the 'Inch-up Principle', or 'Plus One'. It achieves the desired performance improvements of low-profile tyres by providing a larger footprint, for quicker steering response, better cornering, faster braking and overall improved handling.



Learn The Rules

HERE is a summary of what the National Code of Practice for Light Motor Vehicles says about wheels and tyres.

- Changing wheels must not adversely affect steering, handling, turning circle, brake behaviour and ground clearance.
- Wheel track increase is limited to 25mm over the manufacturer's specs.
- The rolling diameter of any tyre fitted to a passenger car must not be more than 15mm larger or 26mm smaller than that designated by the manufacturer.
- Where different-size wheels are fitted to front and rear axles, the narrower tyres must not be less than 70 per cent of the width of the wider tyres.
- Wheels with slotted holes are not allowed.
- The centre spigot of wheels should engage on the axle hub or on a metal adapter ring fitted to the hub.
- Nothing must come between the wheel and the axle flange – no wheel spacers.
- Tyre load and speed rating should not be reduced from manufacturer's specs.

Again, experience has shown that you need about two fingers' (50mm) clearance from the tyre sidewall to the guard lip, and to the inner panel. Remember that on cars where the rear guards overhang the wheels, you still need to be able to get the wheel on and off. There have been many awkward moments at the fitment stage, where the perfect wheel is about to be installed but can't be!

WHICH WIDTH IS WHICH?

THERE'S a strange conflict in the way tyre specs and wheels specs are expressed, and it often gets the apprentice, the novice and sometimes the grey-haired into trouble. At some point after Karl Benz used the Mesopotamian wheel in his first car, it was decided that wheels would be identified by the diameter and width of the seat for the tyre's bead. So a 17x8in wheel accepts a 17in-diameter tyre with a width that fits an eight-inch bead width.

The contradiction comes when wheel offset is measured. Wheel offset is measured from the outside of the rim, not the bead seat inside. An eight-inch rim, for example, will actually measure

nine inches in overall width for a typical alloy unit. The backspace is measured from the wheel mounting face to the outside lip, not the inside bead. So where you might think that a centred eight-inch wheel would have a four-inch backspace, it is actually 4½ inches. Be aware of this, or you can easily end up over-track, or with your wheels half an inch closer to your guards than you planned. On a top-end car, it can be an expensive mistake.

Let's do a sample calculation for seven-inch wheels with four inches of front- and backspace (eight inches of overall width) into a project car with known dimensions marked on the garage floor:

Distance between inside of guard lips	69in
Outside wheel clearance (1in x 2) - 2
Distance between outside of tyres 67in
Frontspace (4in x 2) - 8
Flange-to-flange axle width 59in
Backspace (4in x 2) - 8
Distance between inside of tyres 51in
Inner guard clearance (1in x 2) - 2
Max. width between inner guards 49in

You can use this to calculate any unknown element (usually the wheels and their

backspaces) so you can decide what will work and then buy the right wheels and tyres, knowing that they will fit.

ELITE STREET

MOST of our discussion up to this point has been based on making wheels fit an existing suspension and body structure. But at the elite end of car building, this is not what happens. At this level, the wheels always come first, as the look of the car cannot be compromised. Once the wheels are chosen, fabricators can then put the body at the height they want, fit the wheels into that body exactly where they want them, and then build the suspension to suit. Clearances, track measurements, floating hubs, lane-change tests, backspaces and other critical measurements all need to be worked out perfectly. This is the territory of the experienced constructor who knows exactly what they want and how to do it.

But while the elite method of car building is the reverse of what we've previously discussed, all of the calculations and processes remain the same.

YOUNG GUN

STORY CRAIG PARKER PHOTOS MATT EVERINGHAM



QUINN CALCOPIETRO

> 20, SYDNEY, NSW

QUINN Calcopietro has always preferred the look of older cars, and has coveted the HQ-WB models in particular since he was six. His dad Angelo is a Holden man, having owned a heap of Calais and Statesmans and currently with a WM in the shed with only 20,000 kays on it. Now, Quinn continues the family tradition with this very tidy HZ sedan.

Great-looking HZ, Quinn!

Thanks! Initially, Dad found a pretty original HJ, which I thought was for me. I was a bit upset when I found out it was for a friend of his who was looking for one! But we bought this HZ for me to do my Ls in – I did the full 120 hours in this car. We drove it out to the beach, through the city, down the coast – everywhere. Funny thing is, not long after getting my licence we pulled it off the road for a full rebuild. This took three years; it's only

been back on the road less than a year – I'm 20 now.

It's a bloody nice car for a 20-year-old!


Yeah, I have to thank my dad for that. I was working as a draughtsperson, plus studying at Nirimba Collage Quakers Hill for a Diploma of Building Design. I spent countless afternoons and weekends doing teardown, cleaning, stripping, lots of rubbing down – a lot of hands-on stuff. However, Dad, with his mechanic brother Tony, own Instant Motor Body Repairs, so the fantastic bodywork is thanks to Dad. Also, a huge thanks to their painter, Rick D'Onofrio, who did a great job for me. Same for Owen Webb for the American Legend Thunderbolt billets, and Steve from Alltrim with the interior. He modified the original seats and spiced it all up.

What colour is that?

It's custom – we didn't want anybody else to have the same. Dad's favourite colour is

red and mine is orange, so this was a good compromise. The idea was to look a bit like candy but not be candy. Dad went to PPG and got a few options mixed up. We then sat down and made a family decision; Mum even helped choose the final colour.

What's next?

I've only just got started. We built it as a cruiser – a mild cam and extractors is all we did to the 202. However, we put the big nine-inch diff and Wilwood brakes in it. Big thanks to Pino Cicciarello for the mechanical upgrades; we spent a lot of nights and weekends in his shed. Now that I'm off my Ps, graduated and working, there's a couple of things I want to do, such as an LS conversion. I've already got an LS2 stroked to 406 – I'm even thinking about turbocharging it. I'll see how much further I want to take it. Oh yes, and put heaps more kays on it – I've only done about 1000 so far. 

Aged around 21 or younger and have a neat ride? Send some pics and info to: Young Guns, *Street Machine*, Locked Bag 12, Oakleigh, Vic 3166 or email us at: younggun@bauer-media.com.au.



NOW THAT I'M OFF MY P's, I'D LIKE TO DO AN LS CONVERSION. I'VE ALREADY GOT AN LS2 STROKED TO 406 – I'M EVEN THINKING ABOUT TURBOCHARGING IT



IRON MAIDEN

STORY CARLY DALE PHOTOS BEN HOSKING

DACODA ENDACOTT

> MUDGEE, NSW

DACODA Endacott has fond memories of growing up amongst her dad's bevy of HRs. Her love for the late-60s Holden offering was cemented at an early age, and, through the encouragement of her car-crazy family, Dacoda has grown to become a valuable part of Mudgee's automotive architecture as a qualified spray painter. She tells us about her trade as well as her neat HR Special.

What was the allure of painting?

I realised with all of the cars that our family owns, someone should learn how to paint them. I have good memories of Leven Smash Repairs from when I was a kid, as Mum and Dad's cars were painted there, and now I've been working there for the past five years. In 2017 I won a scholarship through PPG for TAFE to receive additional training, and to go to Sydney and meet people from different states. Then, last year I was awarded apprentice of the year.

Congrats! Have you applied your skills to the HR?

One of my family friends really wanted the HR as her wedding car, so I thought I'd better get

into painting it. The paint had rub-through marks from the car being under a tarp, and it also must've been sideswiped or reversed into on the left-hand side at some point as it had a bog repair in the passenger door that had started to crack open. The job probably took about two months. The car has no rust or anything like that and it's in really good condition. It was my daily for two years before I took it off the road for the respray two years ago; she's been a weekender ever since.

When did you get the HR?


All of us kids have been given an old first car by Mum and Dad. I've always loved the look of the HRs, so Dad and I bought this one at auction with help from a family friend. I'm the third owner and it was bought new by an Endacott relation. It had 60,000 miles on the clock when I got it and it'd have about 80,000 on it now – so yeah, I've put a couple on there.

What's under the bonnet?

It's had a couple of motors go through it, but at the moment it has a

186ci with a Yella Terra stage three head and just a small street cam, ready for twin carbies. It was three-on-the-tree manual, but Dad, my partner Jake and I converted it to a column-shift auto with a Trimatic. The diff is stock but with 3.08s and an LSD. Also, we've lowered it two inches all around and added 14-inch 'jellybean' mags. The interior is original.

What's next?

We'd like to supercharge it! That would be exciting – at the moment she's a bit of a nan's car. We go on cruises with the Cudgegong Cruisers car club. The club gets together quite a lot and does Cars & Coffee, goes to drive-ins and things like that. I want to just drive and enjoy my HR; I don't ever want to get rid of it. 





Girls – wanna be famous? Send pics, car details and contact details to: Iron Maiden, *Street Machine*, Locked Bag 12, Oakleigh, Vic 3166. Or email: streetmachine@bauer-media.com.au.

**WE'D LIKE TO SUPERCHARGE IT!
THAT WOULD BE EXCITING – AT THE
MOMENT SHE'S A BIT OF A NAN'S CAR**

FIT & FIDDLE

STORY & PHOTOS CHAD ATKINSON



RAMBLER REVIVAL

> THEY SAY MANY HANDS MAKE LIGHT WORK. OUR RESIDENT TINKERER, CHAD ATKINSON, PUTS THE THEORY TO THE TEST WITH A FOUR-DAY ENGINE BAY OVERHAUL

WE'VE all been there: despite our best intentions, projects can stall and lay dormant. It's not always through lack of time or money either; at times it can simply be hard to find the spark to reignite the passion for these projects.

In the back of my mate Grant's workshop was one such project that had been in deep-freeze for the best part of a year: his bare-metalled '69 Rambler. The big four-door had been parked up after blowing out a head gasket on its now

partially stripped 290ci V8. Grantley had more than a few project cars on the go; the old AMC just had to wait its turn.

So over a few celebratory brews one weekend, a few of us took it upon ourselves to help get things rolling. A shopping list was written, and a date set.

Call it a working bee if you like, but an invite was extended to a handful of like-minded mates, with the plan of making the Rambler whole again and giving it an engine bay overhaul in the process.



STEP 01

On midday Thursday, with the car now at my shop, the Rambler's bonnet is removed and the engine block and trans are then pulled out as one. With the donk pulled, the bay is now fully accessible for a good degrease. The block and trans also receive a much-needed wash. By Friday morning things are clean and workable.

Numerous components such as relays, horns, the washer bottle and wiring are then removed to be relocated in the fender wells and hidden from sight.

We planned to clean things up by welding up some holes in the engine bay, so the paint is removed back to metal in and around these holes prior to welding. Cutting and seam-welding along the tops of the shock towers is also in order. A simple copper pipe with a flattened-out end is a great way to fill the larger holes. Held on the backs of the holes while welding

STEP 02

takes place, the copper will not fuse with the metal, making the job a lot easier. The chassis and any other offending areas are taken care of with a quick sandblast to remove any surface rust. After a light epoxy, a wipe over with some filler on the areas that require attention takes place. Then it's on to a 2K high-build primer.



STEP 03

On the other side of the shop, the engine and trans have been separated and inspected. Apart from a bit of gunk in the galleries and sump, things look okay, and everything is reassembled with fresh gaskets.

STEP 04

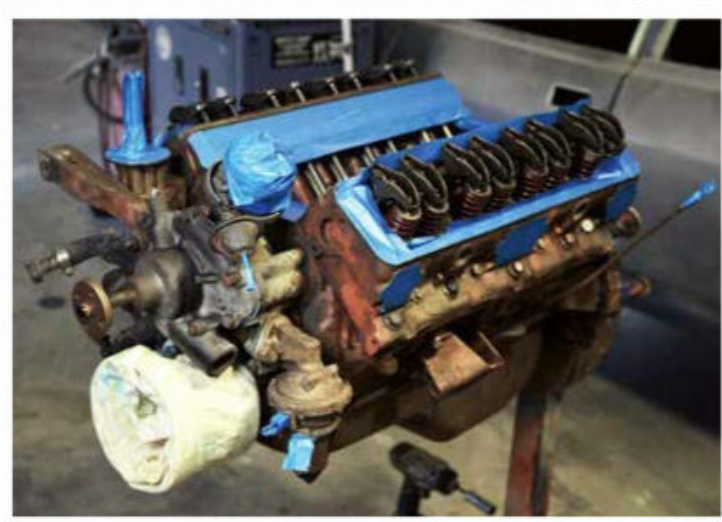
By Saturday we are at the halfway point, with freshly sanded primer in the bay and a quick mask-up, before a custom coloured basecoat is laid down. From there, a nice coat of HS clear is thrown on to seal things up.



STEP 05

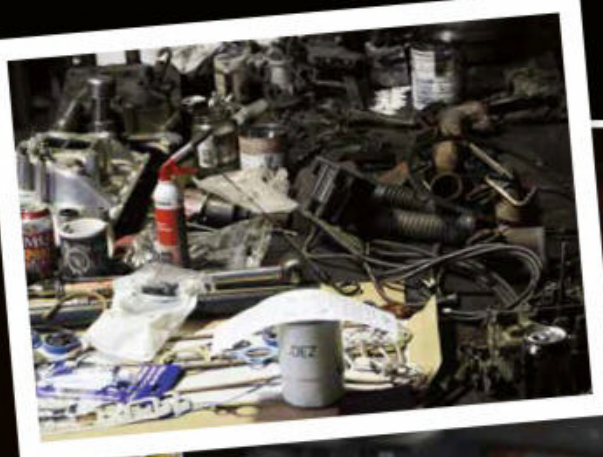


Meanwhile, fresh head gaskets are fitted and torqued down to the small-block. With the engine assembled, colouring in takes place. The auto then cops a fresh front seal, and the converter and tranny are then reattached to the engine.



STEP 06

A bunch of Rambler performance parts are on hand thanks to the generosity of *Street Machine's* own Boris Viskovic – a Rambler weirdo from way back. With the aftermarket intake bolted down, the factory air cleaner snout is hacked off the housing and a bunch of speed holes drilled and dimpled. The rocker covers also receive a clean-up and a one-off oil filter cover is fabricated.



STEP 07

It's all hands on deck as the motor finds passage into its jazzed-up new home.



STEP 08



With everything from fuel to sparks connected and the engine firmly bolted into place, it's time to kick her in the guts. A few tweaks to the dizzy and some fuel down its throat and it's not long before the old V8 roars back into life. Shed rules come into play and a little shed skid is in order. By Sunday evening, the Rambler is alive again, and looking a whole lot better for it.





STEP 09

A few weeks after having the car running, a bunch of us take it out on a private road for its first shakedown run. Success!



STEP 10

The end result speaks for itself, both visually and functionally, proving what a little know-how and a plan can achieve in a short space of time. Jobs like these are not always easy when trying to push through by yourself, but things tend to be a lot more enjoyable when a few good mates are thrown into the mix. So with a successful low-budget weekend in the bag, the Rambler is now ready for the pits and fresh registration. All just in time for summer cruising. 🛠️



Special thanks to Steve, Quinny, Tinny, Biddy, Darren, Tug, Boris, Daniel and everyone else that was able to lend a hand.



STAGE WRITE

BOB KOTMEL

MERRY Christmas and a Happy New Year, everyone. Congrats to all the participants at *Street Machine* Drag Challenge 2019. Nearly a third of the DC entrants were first-timers, and I spoke with father and son Rod and Phil Williams, who had brought their LS-powered Peugeot all the way from WA to compete. The stock-as-a-rock LS made 300hp on a dyno, and the French sleeper went high 13s at over 100mph. What a great father-and-son project.

One thing that came up in conversation was that their Peugeot has a stock torque converter, so I suggested a 2500-3500rpm stall converter for their sleeper. I remember using a Grant Hobday-built Dominator 3500 stall converter with a high-torque multiplication stator many years ago in front of my Russell Horan-built Trimatic. My old 308-powered, 3250lb ute ran high 12s at 105mph with 2.78:1 gears, using the Holden three-speed like a two-speed with overdrive. The 10-inch converter was built so tight that it used to chirp the tyres going into gear at idle, and was great on the open highway.

The Peugeot was running 2.2-second 60-foot times, but with a good high-stall converter they could expect the 60-foot times to drop down to 1.7 seconds, with ETs down to the low 13s, or even high 12s.

I got terrible driver envy watching the racing at Calder. If I was 20 years younger I would build a lightweight hot rod for Drag Challenge. I remember at the last race at Castlereagh when Fred Cavasinni drove his white '34 coupe through the gates. The hot rod was built by a highly respected chassis builder and weighed something like 2100lb with a naturally aspirated

small-block. Fast Freddy put a blown small-block into the rod, painted it black and went 7.80s at 180mph over 20 years ago.

Early hot rodders knew one of the keys to speed was to reduce weight, and stripped all unnecessary parts off their cars. Reducing weight was just as important as making power. I know for a fact that last century there was an ANDRA-legal, NSW street-registered hot rod that weighed 1900–2000lb with an iron big-block Chev plus driver that went 8.80s naturally aspirated. There is no minimum weight in Drag Challenge, and with today's tyres and shocks, a street-legal, ANDRA-approved, lightweight hot rod would be killer.

Power-to-weight applies equally to street machines. I recently wrote about Robert Valastro's eight-second, naturally aspirated Holden 355 Commodore. A lot of work must've been done to shave the car's weight with driver down to 2650lb. Another car put on a diet was David Sheehy's Coyote-powered late-model Mustang. The low-10-second, 136mph aspirated 5.0-litre streeter's weight is unmeasured, but every part that's not needed has been removed. There's possibly 500lb of extraneous parts that can be removed from a late-model car.

One of my friends, Mark Clifford, was getting his Mustang ready for Drag Challenge and mentioned ways he could reduce weight at the track easily. His high eight-second Boss-motored fastback has always raced with the mufflers. Mark fitted a quick-change clamp set-up to remove the mufflers, which weigh 88lb. According to the Moroso calculator, 100lb is worth around a tenth and one mph improvement. The Jon Kaase-built Boss motor

is with John Barbagallo at the moment, getting a birthday for the 2020 Drag Challenge events.

Another car that brought a grin to my face was Mark Arblaster's 3700lb POR440 Valiant, which ran low nines at 152mph. The pre-loved LS motor came from the wreckers with 250,000km on the clock and is force-fed by a single turbo on 27psi of boost. Mark was running in the Tuff Mounts 235 Blown class, which is like racing on razor blades. The blue Val had to be tippy-toed off the line, then fed the fat down the track. Arby's best 60ft was a 1.43.

Out of the blue I got a phone call from Johnny Habib, who wanted to know the dimensions of a set of 308 tri-Ys I wrote about ages ago. The original *SM* story was about Neil Bovey's 308 Torana that went 11s with stock-valved, cast-iron heads. After reading the story, Steve Gay had bought a set of heads and duplicated the 308 combo for Johnny's Torana. That red-headed Holden V8 gave a lot of tough street cars hell, and ran 10.2s after Mark Arblaster motivated him to feed it nitrous. The two-bolt-main 308 must have ingested hundreds of bottles of gas over the years. It was the beginning for a guy who was one of the founders of the Australian Pro Street Association.

Johnny sold the wicked little 308 motor to make way for bigger and better engines, which set him on a path into the sevens. But he told me the original 20-year-old 308 motor inspired by my article had come up for sale, and he'd bought it back. The motor has done thousands of street kays and countless quarter-mile passes. Amazingly, it's still running. The bearings and bores are like new, and he's going to put it back on the street once again. Now that really made me smile. ■

THE STOCK-AS-A-ROCK LS MADE 300HP ON A DYNO, AND THE FRENCH SLEEPER WENT HIGH 13s AT OVER 100MPH. WHAT A GREAT FATHER-AND-SON PROJECT!



CASTLEMAINE

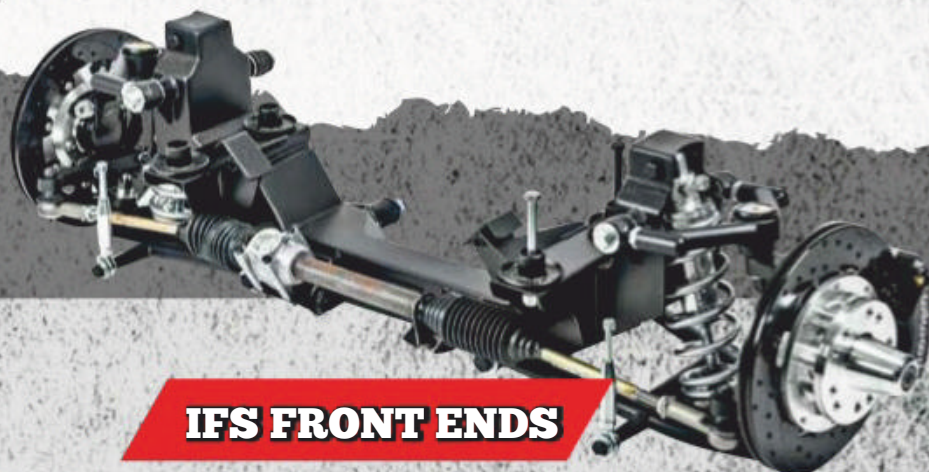
ROD SHOP

SINCE 1976

VIC ♦ AUS



**COMPLETE 9"
DIFFERENTIALS**



IFS FRONT ENDS

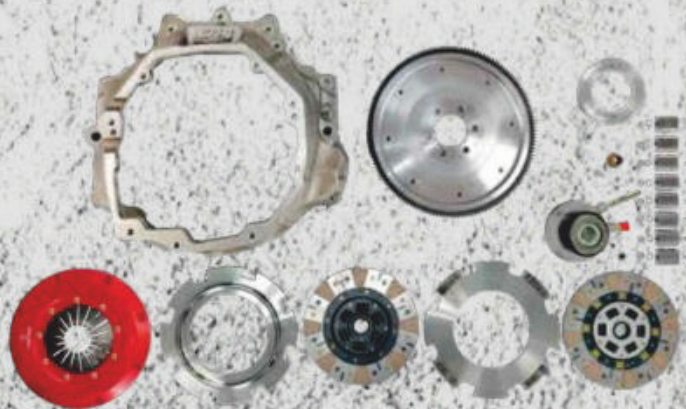


**Australia's BIGGEST dealer of
Wilwood disc brakes**

TO SUIT AUST AND USA VEHICLES



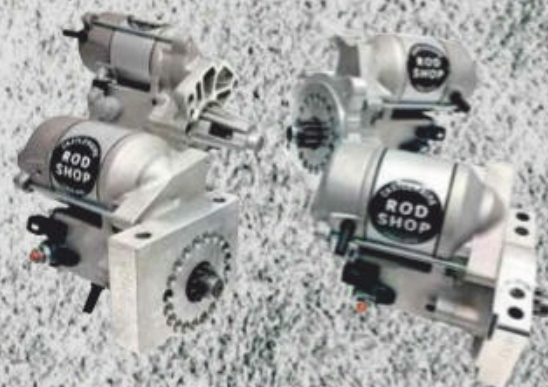
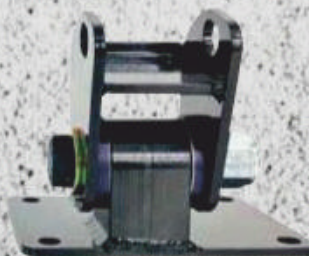
**LS CONVERSION
KITS**



**GEAR BOX
CONVERSIONS**



**HP ENGINE MOUNTS LIFE
TIME WARRANTY \$250 PAIR**



**HI-TORQUE
STARTER MOTORS**

**COMPLETE 9" DIFFERENTIALS, HP ENGINE MOUNTS, IFS FRONT ENDS, LS
CONVERSIONS KITS AND FULLY ENGINEERED NEW FRONT SUSPENSION CLIPS.**

PHONE: (03) 5472 2853 EMAIL: SALES@RODSHOP.COM.AU

WWW.RODSHOP.COM.AU



DIRTY STUFF

WILLIAM PORKER

SHANE, full as a tick on lunatic soup, lost the Hemi Pacer on a fast, sweeping bend when he tried to miss a running fox. Murphy's Law said he had to sideswipe the only tree on that side of the road, which he did with much noise and breaking of glass. His insurance wiped him and he had no money to fix it, so the wrecker took the remains away and Shane went back to riding a skateboard.

Sam was searching for an engine. The mill in his VC Valiant was a tad tired, and he didn't want to get involved in major engine bay surgery, so he figured a good 265 six-pot Hemi would be the way to go. Had the word put out on the wreckers' hotline, then the call came that a yard had Shane's dead Hemi Pacer. Zipped along for a look, paid real munny for what looked like a good engine, and took away the complete crossmember assembly as well. Figured it would save him much stuffing about with engine mounts, as his original 225 in the VC was a slant-six, and this new Hemi was straight upright.

Sam got all that stuff into his shed and began ripping in. Dropped the old crossmember, slid the new one under and suddenly ran into a major problem: the Pacer assembly was too wide. "No worries," he thought, "I'll just get stuck in with my angle grinder and cut out a couple of chunks to make it fit." Did that, bolted on wheels, then got the bloke next door to help tow the engineless VC to a welder, with the now three-piece crossmember wobbling in the wind. Got that sorted, worked late to fit the Hemi engine, and, as he was just about

stuffed, decided to fire it up in the morning.

For Sam, it was not a good morning. After a couple of minutes cranking, the fuse lit and then the shed was full of smoke. And it didn't get much better, even after 15 minutes of fast-idle running. So he had a big think about the situation and realised the Pacer must have been upside down for a while, with the 265 running flat strap on no oil. Pulled the mongrel out again and ripped it to bits. Rings and bearings were stuffed, but the rest wasn't too bad. Had the bores and crank measured and the specs were okay, so it would be just a hone and rings and stuff, and then the Hemi would rise to rev again.

The engine reco mob supplied all the pieces, plus a full valve job on the head with new springs. Sam started to rebuild the engine, being careful with piston ring gaps and bolt torques. He even had a look inside the oil pump. Happy with all that, he wheeled over his engine crane and dropped the big six-pack into its hole. Determined to finish, by 3am he hit the key, and the Hemi was alive.

So the next morning was easy – he cleaned up the VC, threw in tools and rags and went for a long drive. But he didn't get far, for there was a strange engine noise after it had run long enough for the oil to heat. Sam stopped, got out and lifted the lid to rev the engine a few times, and the noise was loud – unmistakable big-end knocks. "Those engine reco blokes have sold me the wrong-size conrod shells," Sam thought. "I'm going to have a chat with them." Which he did, and the old bloke running the shop had a listen.

"You didn't get your conrods resized, did you?" he asked.


"No."

"There's your problem. Big ends have stretched so they're not round anymore. Better get those rods back to us."

Out came the Hemi again, apart in 50 pieces on the floor. The old guy was right about those tunnels, and they were machined on their closing faces and ground round again. More hours used up in the patient assembly, but this time it was right, so Sam was real happy.

Went for a run, and no noises now, but with the extra grunt from the Chrysler 265, the VC was way undergeared – revving hard, going slow. But Sam had an aftermarket workshop manual, which said the rear axle gears in the V8 Valiants were a hell of a lot higher. He figured he had best get one of those assemblies. Wreckers' hotline came good for not a lot of munny and the 'box went in easy, but that's all he did, except to fill it with oil.

Went real well for a while – ideal for highway cruising, even better for fuel economy. It was a great street machine, and still all Mopar. But after a thousand clicks of tar road running, Sam heard another strange noise. He was nervous about strange noises now. And in the middle of a 200km trip, his real good V8 diff began to sing. "No point at looking at this on the road. Wait until we get home," he thought.

Once he did, Sam didn't have to jack up the car, as oil was still dripping off the rear axle, and there was zilch inside. The pinion seal that he should have changed had let go, and his beaut high-ratio gears were stuffed. 

SAM CLEANED UP THE VC, THREW IN TOOLS AND RAGS AND WENT FOR A LONG DRIVE. BUT HE DIDN'T GET FAR, FOR THERE WAS A STRANGE ENGINE NOISE AFTER IT HAD RUN LONG ENOUGH FOR THE OIL TO HEAT



PEDAL DOWN. PERFORMANCE UP.



Get more performance with a K&N® High-Flow Air Filter™, designed to increase horsepower with up to 50% more airflow. Whether your car is brand new or has some kilometres on it, get a K&N filter today – more performance, protection, and since they are washable, they never need to be replaced!

Get yours today and give your vehicle more performance and protection with a K&N air filter, cabin air filter, and oil filter!



50 K&N
1969 YEARS 2019™

KNFILTERS.COM



WILD AT HEART

VICTOR BRAY

THE 2019 NHRA CHAMPIONSHIP WENT DOWN TO THE WIRE, AND IT WAS GOOD TO SEE STEVE TORRENCE AND ROBERT HIGHT TAKE THE TITLES IN TOP FUEL AND FUNNY CAR RESPECTIVELY



IT'S not even January, and already there is a lot going on in the world of Pro Slammer racing.

To understand what's happening, you need to go back to when Doorslammer, or Wild Bunch as it was known, came into existence in 1996. No two cars were the same; there were weekend fun cars, through to gassers and American muscle cars. What they had in common was that they were an armful to drive, a bugger to tune and really relied on driver talent to keep them on the track, off the walls and pointed in a straight line. We all ran the same supercharger, cars weighed a minimum 2700lb and ran the same amount of overdrive – in this case, a maximum of 108 per cent.

What we had was a great mix. The John Zappias of the world were running a 570ci motor and two-speed. Others had a 470ci and four-speed, and in some instances a 514ci with a three-speed. It really was a drivers' category, where winning depended on tuning and driving talent. The class took off, car counts boomed, and the fans loved the racing. Much of the success can be attributed to the fact there was no need for parity across the category.

Time passed, and with stable rules, Doorslammer grew into one of Australia's

biggest and most popular categories.

There were very few rule changes up until a year or so ago, when they allowed auto-shift into the category. There were a lot of racers who opposed the idea. They believed changing gears manually was essential to maintaining the integrity of Pro Slammer as a drivers' class. I supported the decision to go auto-shift, because when we started using lock-up converters, you needed more gears, and the bigger the drop in revs between gears, the more chance of engine damage. In contrast, a clutch car uses centrifugal weight to load the clutch; when the engine rpm drops on shifts, the clutch load is lessened and slips, which reduces the load on the engine's bottom end.

The auto-shift option is here to stay. It's too late to put the genie back in the bottle and go back in time, so let's move on.

The latest issue facing Pro Slammer is the introduction of highly sophisticated Engine Control Units. This is how they work: instead of having a magneto and a plug lead running from the magneto to the sparkplug, you have a coil and a plug lead to each cylinder. That means you can control not just how much power can be made, but also how quickly the power is produced. That gives the tuner much

more control over how the car goes down the track. It's not traction control – that's illegal. As someone said, you don't need to cheat with an ECU; it'll do it for you.

I reckon drag racing needs to call a moratorium on the use of technology that delivers little benefit but can cost an arm and a leg. Do we need to be spending more and more on items that don't add value to the category and make the cost of going racing more expensive? I don't think so.

When you look at Formula One, Aussie Supercars, NASCAR and the NHRA, the focus in 2020 is keeping a lid on costs. Otherwise it can become a race to spend the most money, and that's only going to drive people out of the sport. On the Australian drag-racing landscape, the signs are there. In 2017, the first round of the season at Sydney Dragway attracted 15 Pro Slammers. In 2018, 14 turned up, and this year there were only nine entries.

The ongoing battle royale between ANDRA and IHRA Australia for sanctioning rights to tracks around the country is really starting to heat up. I could't help but notice that there was a group of guys from The Bend Motorsport Park at the opening round of the 400 Thunder



meeting at Sydney Dragway. The Bend is about 105km south-east of Adelaide, and they have plans to build a quarter-mile track capable of hosting racing up to Top Fuel. Not sure when construction will start or how it will pan out, but the stakes are high. ANDRA, which has been consulted over the design of the new strip, needs a venue in South Australia to replace Adelaide International Raceway. The 400 Thunder series desperately needs to become more than just a two-track Sydney Dragway/Willowbank Raceway series for the Pro classes.

The 2019 NHRA Mello Yello Championship in the USA went down to the wire, and it was good to see the two front-runners all season, Steve Torrence and Robert Hight, take the titles in Top Fuel and Funny Car respectively.

The decision the NHRA made in 2007 to cull the field to the top 10 in the points for the last six rounds of the season, and then award extra bonus points for the final round, really worked in building excitement and drama right up to the very last run of the year. A lot of people prefer the traditional all-rounds-are-equal format, but I reckon what the NHRA has put in place works.

There is talk they are going to have a look

at making some changes to the eligibility criteria for the top 10 shootout. Making the top 10 is critical in keeping your sponsors happy, because you are in the spotlight for the remainder of the season – miss out and you're basically just a number making up the field.

There's also another issue. Take someone like Steve Torrence's father, Billy. He races 10 of the 18 events in the regular season, makes the cut-off, does well with a couple of wins, and just misses out on winning the championship, finishing fourth. Good luck to him, because that's the way this system works.

It was a great effort by 'Aussie' Dave Grubnic, who tunes Brittany Force's fuel car and helped her finish third in the championship. 'Grubby' is a relative rookie to the caper and is up against guys who've been in the game for decades. And well done to Richie Crampton who ended the season in ninth place, and Shane Tucker 13th in Pro Stock. Good to see Aussies flying the flag.

Hard to believe, but here we are about to head into 2020. If you read the column each month, thank you for your support. Be safe and have a great Christmas and New Year. See you in 2020. 🍷



PERFORMANCE PRODUCTS

Premium Australian Heat & Sound Shielding

XT-Ultimate	2190°F 1200°C	Catalytic Converters
XT-5000	1830°F 1000°C	Turbo Systems
HD-5000	1470°F 800°C	Exhaust Manifolds
XT-1000		
HD-1000		
TF-600	1110°F 600°C	Exhaust Pipes and Mufflers
TF-400		
TF-100		
Flex Adhesive	750°F 400°C	Under Floor Air Intakes Engine Bay
QS-Slimline	390°F 200°C	Interior
QS-Diamond	32°F 0°C	



- Comprehensive range of heat and sound shielding materials.
- Available in flat sheets or preformed parts
- 100% Australian Made

Available online
www.dciperformance.com.au





URBAN WARFARE

MARK ARBLASTER

PHOTOS GRANT STEPHENS



ALL SAINTS' DAY

> THE SAINTY TOP FUEL TEAM DIP INTO THE THREES WITH THEIR SELF-DESIGNED AND BUILT AUSSIE V8

AUSSIE drag racers are an amazing bunch of people. Often they're dedicated families chasing a dream, whether that's an elusive number or just a sense of achievement. For many, it's not about championships, world records and top qualifying; it's all about the journey.

If there is one family that epitomises the determination and values our sport represents, it's the Sainty Top Fuel team, which achieved a milestone on 2 November by running a 3.99-second pass at 297mph in Sydney with an engine they built in their back shed.

The dream started many years back when Stan and Margaret Sainty began racing hydroplane boats with blown, nitro V8 engines. Back then they even used to cast

their own big-block Chev alloy blocks. Later, in their workshop at Wentworthville, they were the first in the world to build a billet engine block – initially a quad-cam engine before moving on to three-valve-per-cylinder mills to take on Top Fuel drag racing.

It just seemed to make sense to Stan that everyone would build their own blocks, cranks and heads. "Lathes and mills are cheap," he once said.

The writing was on the wall for racing the dangerous hydroplanes; it was only a matter of time before it ended in injury or death, so Stan and Margaret made the move to Top Fuel cars in 1991 when Eastern Creek Raceway opened. Their son, Terry, got his Top Fuel licence that same year.

Building a DIY Top Fuel engine was never

going to be easy. The family wasn't wealthy, and they figured that instead of buying one good crank, they could use the money to build three of their own.

So began the Sainty family's production of parts in bulk. You can't just build one pair of heads if you want to try a new concept; you need spares. Stan was forever building a newer version of engine parts, be they rockers, cam drive sprockets or cylinder heads. There always seemed to be a run of 20 new heads on the boil in the workshop.

Of course, racing is expensive, so the family would pay the bills by fixing all the stuff that other boat and drag racers would blow up on weekends.

Their son Terry found his way into the driver's seat of the family Top Fuel car almost



“ I FEEL PRIVILEGED TO BE STEERING THE QUICKEST ENGINE TO BE PRODUCED IN AUSTRALIA, AND WE ARE HAPPY WE HAVE MADE IT THIS FAR ”

30 years ago, and spent all his time outside of work developing their racing program, whether rebuilding an old semi to use as the team transporter or one of the thousand other jobs it took to get their car to the track.

Back then, it was all about using whatever parts they could get – second-hand tyres, used clutch plates or floaters – left over from other teams. It seems the other parts didn't matter as long as the motor was all-Aussie and made by them.

In the early 2000s, when there was no racetrack in Sydney, the family still pushed forward with improvements on the car, heading to Queensland, Melbourne and Perth to race on a shoestring budget. All the while, they were supporting local car shows with start-ups or setting the car up at local charity days.

They purchased a CNC machine 20 years ago, allowing Stan's brother, Norm, who is blind, and family friend Dennis to program an endless list of parts for the engine. Almost every component is built by them: blocks, cranks, rods, heads and sumps.

Sadly, Stan passed away in 2017, but the family still forged on with a fantastic crew behind them. Dwayne Riley, a friend of Stan's and former crew chief for 'Pommy' Steve Read, took the team under his wing to help keep the dream alive. Margaret would go to the track and make meals for the crew with Terry's wife Belinda and children Madison and Morgan. Sainty Racing has always been a family affair.

“We needed to start paying more attention to details,” Terry recalls of the period following Stan's passing. “Dad had started on some

new cams, which were always coming back from being heat-treated with big bends in them, so they were all over the shop. The guys at Tighe Cams in Brisbane have been doing an awesome job of getting this right for us. Dad remarked how great it was that someone made something for us for a change. So we now have a bunch of engines that all have the same-specification cams in them.

“Gulf Western has also developed a different oil for us, as the oil that worked great on bearings would leave bad scuff marks and galling in the bore, and oil that didn't leave scuff marks would hammer bearings,” Terry continues. “Some might say it's a tuning issue, but they have now developed an oil that can stop the motor from destroying itself, even if the tune isn't perfect. We need to remember, this motor uses 6.5



litres of oil a second, and a lot of this ends up in the sump, especially at idle."

One of the biggest improvements the team has made has been with the clutch. "We had been using second-hand discs and floaters from other racers that we would grind, never really checking how straight it was. As long as it was round and black, we would use it," Terry says. "But we started buying new clutch plates and floaters, which get changed every pass. We had the clutch fingers blueprinted, checked the Rockwell hardening, and put the microscope on this aspect of the car instead of using lucky-dip left-overs. Every change we made showed improvement."

Another issue the team has overcome has been the engine's tendency to drop cylinders, which they initially thought was due to it running too rich. "It was actually because the motor was too lean, so we needed to get some more air into the motor, and bought new supercharger cases," Terry says. "This was a huge learning curve for me and it helped the car a lot. We are now putting more fuel into the car than ever and are not tearing the motor up."

To get an idea of the engine's fuel consumption, it's like having six Gerni high-pressure jets spraying fuel down the motor at once. The cylinder pressure is estimated at 20,000psi!

Right before Stan passed, he changed the

design of the motor again. The team now has 17 blocks with 90 per cent of the machine work completed, along with a whole new batch of heads. Talk about commitment!

None of the current components will interchange, and Stan and Norm were never scared to make the engine better by changing design.

So what do you do with a mountain of left-over motors and heads? "Good question," Terry says. "I guess they are just like fireworks – one-time use. You stand back, they go bang, you go 'wow!'"

The 3.99sec run in Sydney came after the team knocked on the three-second barrier at the previous meeting in Willowbank, and despite the family never chasing a number, it was one of the greatest milestones in Australian racing history to see an Aussie-built V8 run a three-second pass.

"We've never won anything and never been at that level of the championship, but I was brought up to have a go, do the best you can with what you've got and make it better where you can," Terry says. "Most importantly, do it with your family."


"The most memorable times have been our hardest, like the time we went to Willowbank and stripped the gear on the crank, as the hardening was too brittle. We were staying at the caravan park and Dad suggested we have

a crack at de-hardening the gears on the stove in our hotel room. "Neither of us had any idea about metallurgy, but we kept looking at each other and the gears on the stove and saying: 'What do you reckon now?' As it turned out, we got it wrong, but what great memories."

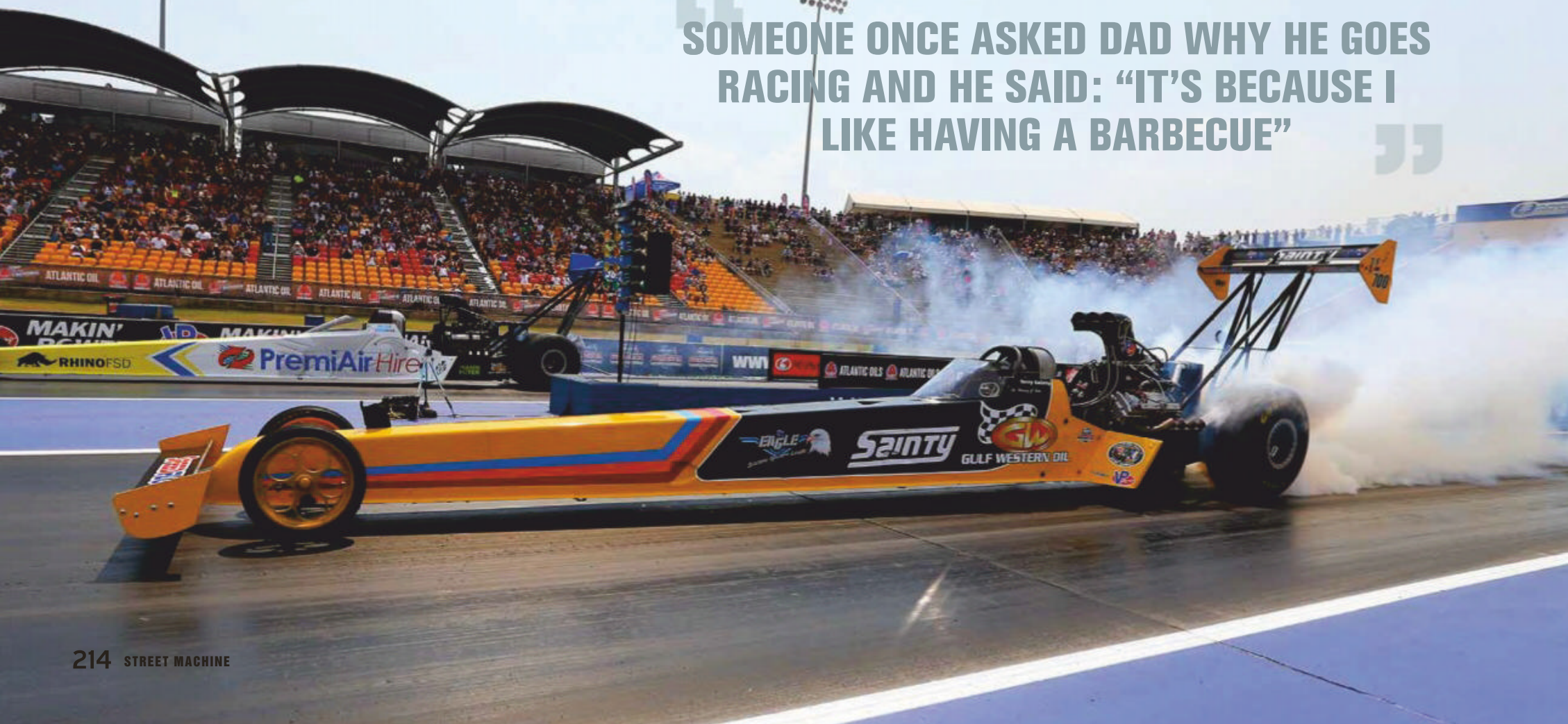
"It's the end of an era in Australia; foundries are closing, we can't buy materials where we used to, the dollar makes buying parts hard and we are going through a big change in manufacturing in this country," Terry continues.

"I feel privileged to be steering the quickest engine to be produced in Australia, and we are happy we have made it this far. Finally we are moving forward; every meeting we're faster and better, without tearing anything up. But the reality is, we don't know if there will be another meeting; we have big overheads, and our sponsors Speed Flow, Eagle, Gulf Western, VP Racing Fuels, OneCNC and Tighe Cams have stood by us through thick and thin."

"For us, the big show is in the pits, where we lay out parts and let the fans come and sit in the car, touch the motor, ask questions and get involved. Someone once asked Dad why he goes racing and he said: 'It's because I like having a barbecue.' They said: 'You can still have a barbecue without the race car,' and he replied: 'Yeah, but it wouldn't be the same.'"

If anyone can help keep the Sainty team running, please reach out to them. 

SOMEONE ONCE ASKED DAD WHY HE GOES RACING AND HE SAID: "IT'S BECAUSE I LIKE HAVING A BARBECUE"



> CALENDAR



WILLOWBANK

03 JAN New Year's Thunder Test Day

04 JAN New Year's Thunder

willowbankraceway.com.au

Phone (07) 5461 5461



PERTH MOTORPLEX

04 JAN Nitro Funny Cars

08 JAN Mustang & Camaro Night

15 JAN Boost Night

18 JAN Motorvation 34

29 JAN Eighth-Mile Radial Night

motorplex.com.au

SOUTH COAST RACEWAY

11 JAN ANDRA Sportsman Series Qualifying

12 JAN ANDRA Sportsman Series Eliminations

southcoastraceway.com.au



TRU FIT CARPETS

INNOVATIVE SOLUTIONS FOR YOUR UNIQUE CAR

RESOMAT NOISE AND HEAT INSULATION



The choice of new vehicle manufacturers to reduce noise & vibration. Sold worldwide.

Australian users include manufacturers of prime movers, busses and train carriages.

Small, Medium, Large & Mega Packs available!

MOULDED UNDER- BONNET NOISE ABSORPTION PADS



Large Range Available

From \$129 to \$169

Installed in seconds! Fully pre-moulded & cut to size. Comes with clips to fit factory holes. No gluing or cleaning required. Under Bonnet Noise Absorption pads are standard equipment on all up-market vehicles. They absorb engine and road noise before it can enter passenger cabin.

PREMIUM SOUND- DEADENING UNDERLAY



Consists of flexible noise barrier layer sandwiched between 2 noise absorption layers.

Stops and absorbs noise far better than just open cell or closed cell foam.

Size 1550mm x 1000m x 10mm thick

MOULDED VINYL FLOORING FOR SEDANS, UTES, 4X4'S ETC.

Tough hardwearing rubberised vinyl. Available in black, grey and brown.

Front section \$129

Front and Rear \$229
(Most Vehicles)



Large Model Range Available

HQ-HJ-HX-HZ SEDAN

PERSONALISED MATS

Custom Made to order, generic shape or cut to fit your vehicles floor shape perfectly.

Large colour range of carpet and logos.

Front Sets and Front and Rear sets available.



Your custom logo, with custom coloured pin stripe and shape cut!

BUMBLEBEE



Tru-Fit

Automotive Products Pty Ltd

Showroom 1/6 Airlie Ave Dandenong, Vic

We ship Australia Wide

**PHONE
ORDERS
WELCOME**

03 9791 1777

www.trufitcarpets.com.au

info@trufitcarpets.com.au

IN GEAR

01 GOLD STANDARD

KEEPING the heat down and the horsepower up is always a struggle, but heat-wrapping and shielding is one of the pain-free ways of keeping a lid on those unwanted temps. Mishimoto now offers a killer new range of heat-shielding products, including this gold reflective self-adhesive sheeting. Made from metalised Polyamide polymer laminated glass cloth, it can withstand temps of up to 454°C, and can be cut to size to fit any firewall, fuel cell, floorpan and just about anywhere else you need to stay cool. You can find out more at mishimoto.com.au.

02 LAYING DIMES

SOMETIMES a tool comes along like a ratcheting spanner and you wonder why it took so long, and then other times a tool pops up that makes you wonder if it's actually necessary at all. You could be forgiven for thinking the latter when you first lay eyes on Ryobi's electric caulking gun, but having used it in the *Carnage* workshop, we will happily attest to its beautness. When you've got an entire sump, intake manifold or diff housing that needs to be sealed up, the prospect of doing it in half the time without destroying all the muscles in your hands and forearm makes this electric caulking gun one of the best things to have in your toolkit. You can find out more at ryobi.com.au.

03 PRESSURE RELEASE

THE Turbosmart team know their stuff when it comes to controlling that deliciously addictive boost, and they just about broke the internet when they unveiled their electronic wastegates at SEMA this year. Dubbed the e-WG range, the big deal with these wastegates is that they have no springs at all. Instead, they actuate boost against extreme levels of back-pressure while being controlled by your ECU. If you're worried about speed, they can achieve full travel in 600ms, and also feature a special 'zero-backdrive' to further bolster their ability against high drive pressures. They bolt straight up to all Gen-V Turbosmart products, so there's no need for new flanges or fittings. You can find out more at turbosmart.com.

04 NEW SCHOOL

THROWING some new-school EFI onto your old-school donk is almost a no-brainer these days, especially with the super-simple kits that are now available for us car fettlers. For the Chrysler folk among us, Edelbrock now offers a simple plug-and-play solution for the small-block 318-360ci family. The Pro-Flo 4 EFI System kit includes a 4150-style single-plane intake manifold, injectors that can support up to 550hp, a single-plug distributor, fully terminated engine harness, and of course a Pro-Flo ECU. The neat bit is, you need not visit a tuner once the kit is installed. The ECU has Bluetooth, which in conjunction with the Pro-Flo E-Tuner app means you can modify the self-learning EFI as you wish, so you can just turn the key and start motoring. You can find out more on (03) 8710 3000 or at eagleautoparts.com.au.

05 DASH IT ALL

NEW gearhead tech is always something to get excited about, and when it's coming from the wizards at Haltech, you know it's going to go onto the want list. The newly released Haltech IC-7 digital dash is a top-notch piece of kit, a perfect replacement for outdated gauges while allowing you to see all the inputs and data from your Haltech ECU in real time. The kit comes with all the wiring needed, and optional mounts can be had to suit just about any location. There are six different display modes as standard, programmable shift and warning lights, and heaps of adjustability. You can find out more at haltech.com.

06 HOLD SWAY

AS MUCH fun as it is throwing more horsepower down the road, there's no point doing so if your mad machine can't take the next corner without flopping into the nearest ditch. Upgraded suspension is the way to go, and a beefy set of sway-bars is always a good way of curing that nasty bodyroll. Summit Racing now offers Ridetech MUSCLEbars, which are CNC-bent with Delrin-lined frame mounts, spherical end links with barrel lock nuts, and don't just have the good old flat-beaten ends that most aftermarket sway-bars have. They're available for a whole range of classic and modern Chrysler, GM and Ford rides. You can find out more at summitracing.com.

07 KNOCKOUT PUNCH

THIS hydraulic chassis punch set from our mates at Hare & Forbes is just the thing for punching holes in sheet metal. Consisting of a hydraulic punch with interchangeable dies, it'll punch through mild steel of 1.6mm thickness in 22.5, 28.3, 34.6, 43.2, 49.6 and 61.5mm-diameter holes, and will do 22.5 and 28.3mm holes in mild steel sheet up to 2mm thick. The swivel punch head allows for better pump positioning, and it comes complete with a blow-mould carry case. For more information, head along to machineryhouse.com.au/Po20.



> ADVERTISERS INDEX

ACDelco	2
Air Ride Suspension	222
Aussie Desert Cooler	230
Australian Rod & Custom Components	6
Automotive Performance Distributors	61
Bluewire Automotive	222
Canna	69
Continental Tyres	19, 35
Cougar Bourbon	4
Crow Cams	26
DCI	211
Eagle Auto Parts	244
Gasoline Alley	222
GJ Drivelines	222
Haltech	225
Hare & Forbes	209
Hicraft Wheelmodz Custom Fit	222
Hoppers Stoppers	225
K&N Filters	27
Lowe Fabrications	222
Manson's Tyres	222
MPI Global	51
Performance Wholesale	29
Rocket Industries	15
RRS	243
Shannons Insurance	21
<i>Street Machine</i> Subscriptions	103
<i>Street Machine</i> Summernats	109
Summit Racing Equipment	23
The Convertor Shop	222
The Rod Shop	207
Tru-Fit Automotive Products	215
Tuff Mounts	222
Valvoline	11
Veterans' Lottery	95
<i>WhichCar TV</i> – Season Two	24
XR6 Turbo Developments	195



05



06

07



READERS' ROCKETS

SEND photos of your car and a few details of what went into the build to Readers' Rockets, *Street Machine*, Locked Bag 12, Oakleigh, Vic 3166 or email readerscars@bauer-media.com.au. Please note: Send us copies of prints as we are unable to return your photos.



ROD HAYLOCK

LX HOLDEN TORANA

"I HAVE owned my Torana for eight years. It started as a licensed, fuel-injected 304/TH700/banjo diff car. The first thing I did was replace the diff and old front discs with a new disc-brake nine-inch and VT-style front discs. I also replaced the carpet and soundproofed the floor, replaced the rubbers, and installed a B&M shifter through the console (that was no walk in the park!). My good mate Tom Toovey then convinced me to LS it, so we removed the old motor and 'box, smoothed the rails and bay, and stripped the LS and 4L60E, adding reconditioned heads, some port work, a Howards cam, a new Moroso sump, a custom crossmember and Tuff Mounts. The car was then transported to Shannon at Tune Corp for the engine and gearbox installation. Lundy Race Fabrication made the headers, did all the wiring and hid the computer under the glovebox. Shannon installed all the bits and bobs to complete the build, and also tuned the car. Big shout-out to my wife and family for tolerating the many late nights and weekends, and all my good mates that have helped along the way: Tom Toovey, Shannon Summers at Tune Corp, Lundy Race Fabrications, Peter M and Simon R." Photos: Jordan Leist





PAUL GRECH EH HOLDEN SEDAN

"I BOUGHT the EH as an unfinished project; it had no motor or front end. My good neighbour and I went to Coffs Harbour to pick it up, and it sat in my shed for about a year before we finally made a start. My brother-in-law David is an EH expert, so he put all the bits in the right place, and I painted it and added a few chrome bits to the motor. We put in all-new brake wheel cylinders with the intention of going disc, but the drums are just so good that we kept them. Wheels are 17x7s all 'round. Having now owned the car for about five years, I have accumulated a few more bits for it, like a Peter Pulford-built 3.3-litre motor and Toyota five-speed, but I'm just enjoying cruising in it at the moment – the three-speed crash-box and drum brakes just work so well." Photos: Ben Hosking





TRENT BRIMBLE 1986 VL CALAIS TURBO

"WHAT started as a car I bought 2.5 years ago that only needed a clutch and turbo to get her going, has snowballed into all the mechanicals getting replaced over time with all new goodies. At first the VL had a manual, GT3886 turbo, cam and springs, and was good for more than 500hp, but I wanted to go faster. So the gearbox was replaced with a Powerglide and TCE 5500rpm converter. After blowing up a few BorgWarner diffs, it was time to put in something a bit stronger, so in went a sheet-metal nine-inch, 35-spline axles and Strange centre. The motor was pulled down and rebuilt with Nitto rods and pistons but retaining the stock crank, and we added a JW2 cam. It's fuelled by 2200cc injectors and three Bosch 044 fuel pumps, controlled through a Link Fury ECU. It made 750hp and ran a 9.42@148mph pass, but we recently changed to a Garrett GTX4202, and with a re-tune it made 968hp on 44psi. Thanks to Jamie Swift; John, Skinny and Nathan; Justin from JW Automotive; and finally, my wife for putting up with me and the build." Photos: Steve Kelly



Street MACHINE

GASOLINE ALLEY

APD
AUTOMOTIVE PERFORMANCE DISTRIBUTORS

**Importer of High Performance Auto Parts
For Over 20 Years**

**Special Orders & Custom Cams
Airfreighted Weekly**

CRANE Cams
MSD
MagnaFuel
JESEL
AFR
MOROSO
SPEEDFLOW

QUICK FUEL
Edelbrock
RACEPAK
Holley
Just Cams
AEROMOTIVE
Auto Verde
Holley SUPEREFI

**We deal direct with the US manufacturers
and can offer service, backup and support
that other resellers cannot.**

Ph 08 8363 5566
sales@autopd.com.au
www.autopd.com.au

Hicraft Wheelmodz
Restoration & Design

**CUSTOMS . CLASSICS . STREET MACHINES
WEST AUSTRALIAN OWNED**

METAL MODIFICATIONS & RUST REPAIRS
HANDMADE RUST REPLACEMENT METAL PANELS

BEFORE AFTER

AUTO BODY METAL TRIM MOULDINGS & BUMPER RESTORATION
WHEEL TUBS • WHEEL & TYRE TECHNICAL MEASURE SERVICE

WHEEL DESIGNS MADE TO ORDER AUSTRALIA WIDE

BY RITA, STAN & CO SINCE 1996
0403 578 887 • 0488 243 499
Email: hicraftwheelmodz@bigpond.com

"All the best quality products at wholesale direct prices..."

AIR SUSPENSION
AIRIDE
SUPPLIES .com.au

RODS > CUSTOMS > CLASSICS > 4WD'S > MODERN > EUROS

- Shockwaves
- Coil Overs
- Load Assist Kits
- Dakota Digital
- Lowering Blocks
- Train Horns
- Tube Control Arms
- Drop Spindles
- Complete Kits
- 4 Bar Kits

ACCUAIR
ridetech
SLAM!
AIRLIFT
VIAIR
Keweenaw
Dakota Digital

WWW.AIRIDE.COM.AU
Tel: 03 9729 5556
Email: info@airide.com.au

f **Twitter** **Instagram** **YouTube**

Bluewire automotive

Universal & Factory Wiring Harness
12-Circuit + Plus-Basic Wiring Harness

FUSE BOX

21-Circuit + Plus-Pro Wiring Harness

FUSE BOX

f P: 0422 392 797
BLUEWIREAUTOMOTIVE.COM

To advertise in
Street
MACHINE
GASOLINE ALLEY call

Brand Sales Manager
Joseph Lenthall
jlenthall@bauer-media.com.au
0401 553 112

Victoria
Kim Simonsen
ksimonsen@bauer-media.com.au
0439 422 285

Queensland
Todd Anderson
todd@motormedia.com.au
0409 630 733

**HURRY LIMITED
PLACEMENTS AVAILABLE**

**Dont miss your chance to
reach over 334,000
READERS EVERY MONTH**

EST 1984
CUSTOM
AUTOGLOSS

Est in NZ since 1984, Now in Australia!

Glass is approved to Aus / NZ / USA specs

**We also stock hard to get Autoglass
from around the world.**

Or We Can Custom Manufacture it.

**www.customautoglass.co.nz and or Email
nzvehicleglassmerchants@gmail.com**

Street MACHINE

GASOLINE ALLEY

GJ DRIVELINES
PERFORMANCE - INDUSTRIAL - RALLY - EST. '83

**PERFORMANCE
TAILSHAFTS
MADE TO ORDER**

**THE COMPLETE
TAILSHAFT SPECIALISTS**

- CHROMOLY
- ALUMINIUM
- CARBON FIBRE

**WE MANUFACTURE,
MODIFY & REPAIR
ANY TYPE OF TAILSHAFT
FOR ALL MAKES & MODELS**



www.gjdrivelines.com.au
gjdrivelines@live.com.au
03 9706 3166

**LOWE
FABRICATIONS**

**YOUR ENGINE DRESS UP
& BILLET SPECIALIST**



**VB-VS, VT-VZ & TORANA
FRONT END DOLLY**



LOWEFABRICATIONS.COM.AU

BF Goodrich



13", 14" & 15"
Radial T/A

MANSON'S TYRES
9707 2199
BERWICK v.

03 9707 2199
info@mansonstyres.com.au

Unit 5, 2/6 Enterprise Ave, Berwick VIC 3806

ROCKET
The Leaders in Performance Products

**The Australian distributor
of the biggest performance
brands in the world.
Best parts, right price.**



Visit our website
www.rocketind.com
or call one of our friendly staff on
(02) 8825 1900
Trade enquiries welcome

**THE
CONVERTOR
SHOP**



TORQUE CONVERTOR SPECIALISTS

- EXCHANGE CONVERTORS
- HI-STALL CONVERTORS
- INDUSTRIAL CONVERTORS & PARTS
- PERSONALISED SERVICE

THE CONVERTOR SHOP
39 Bunya St, Eagle Farm 4009
Ph: (07) 3216 4998 E: testbed@iinet.net.au

**MUSCLE
garage**

TUFF MOUNTS THE ORIGINALS



HQ-WB Torana



Commodore Tubular
X-Members



FG Falcons
V8 & Turbo



Chrysler
TUFF MOUNTS



VB-VT Commodores
5 Litre V8



LS Conversion Mounts

P: 08 8374 0011  

www.musclegarage.com.au

> GAG OF THE MONTH

UNDERPAID

AN elderly farmer received a letter from the Department for Work & Pensions stating that they suspected he was not paying his employees the statutory minimum wage and they would send an inspector to interview the staff.

On the appointed day, the inspector turned up. "Tell me about your staff," he asked the farmer.

"Well," the farmer replied, "there's the farmhand – I pay him \$300 a week, and he has a free cottage. Then there's the housekeeper. She gets \$200 a week, along with free board and lodging.

"There's also the half-wit. He works a 16-hour day, does 90 per cent of the work, earns about \$30 a week along with a bottle of whisky, and, as a special treat, occasionally gets to sleep with my wife."

"That's disgraceful," said the inspector. "I need to interview this half-wit."

"That'd be me then," said the farmer.

Stu Pidd, email

FREE ENTERPRISE

A ROBBER pulled a gun on a bank teller and manager, saying: "Give me all your money! I need it to set myself up in a trade or profession. I need initial investment to cover the overheads until my cash flow is established."

The bank manager turned to the teller and said: "You'd better do what he says; I think he means business."

E Nishall-Capital, email

INDECENT PROPOSAL

MY WONDERFUL girlfriend and I had been dating for over a year, and so we decided to get married. There was only one little thing bothering me. It was my fiancée's beautiful younger sister, who was 22, wore very tight miniskirts, and usually didn't wear a bra.

One day my prospective sister-in-law called and asked me to come over to check the wedding invitations. She was alone when I arrived, and she whispered to me that she had feelings and desires for me that she couldn't overcome. She told me that she wanted to make love to me just once before I got married and committed my life to her sister.

Well, I was in total shock, and couldn't say a word. She said: "I'm going upstairs to my bedroom, and if you want one last wild fling, just come up and get me." I was stunned and frozen in shock as I watched her go up the stairs. When she reached the top she pulled off her panties and threw them down the stairs at me.

I stood there for a moment, then turned and

> FUNNY FOTO

Nah, the mullet wins whether you've got business up front or a party out the back.



made a beeline for the front door. I opened the door and headed straight towards my car.

Lo and behold, my entire future family was standing outside, all clapping! With tears in his eyes, my future father-in-law hugged me and said: "We are very happy that you have passed our little test. We couldn't ask for a better man for our daughter. Welcome to the family."

And the moral of this story is: Always keep your condoms in your car.

I Abstane, email

INTERVIEW

A MAN who is fresh out of prison goes to a local grocery store for a job interview.

"Are you here for the stock-filler position?" the store manager asks.

"Yes," the man replies.

"Are you willing to work nights?"

"Yes."

"Are you willing to work weekends?"

"Yes."

"Say an old lady falls down and can't get up and all her cash is strewn about on the floor. What would you do?"

"Call 000."

"You wouldn't grab the cash?"

"No."

"Great, you're hired," says the manager. "One last thing; I hope you don't mind me asking: Why do all ex-cons speak so tersely?"

The man replies: "We prefer short sentences."

Kurt Replize, email

FATHER'S DAY

A FATHER is listening to his daughter say her prayers before bedtime. "God bless Mummy and god bless Daddy and god bless Grandma, and goodbye Grandpa," she says.

"Why did you say 'Goodbye Grandpa', sweetheart?" the little girl's father asks her.

"I don't know," she replies. "I just felt like saying it."

The next day, Grandpa drops dead. Wow, the father thought, that's an odd coincidence.

A month later at bedtime, the daughter says: "God bless Mummy and Daddy. And goodbye Grandma."

Sure enough, the next day Grandma breathes her last earthly breath.

The dad realises this is more than just a coincidence, but he is not sure what to do. He doesn't want to disturb his wife by telling her (after all, Grandma and Grandpa were her parents).

Months go by and one night the man is once again listening to his daughter saying her prayers at bedtime. "God bless Mummy," she begins, before turning her head to look straight at him. "And goodbye Daddy."

"What? Are you sure honey?" the father stammers. The little girl nods.

The man's heart begins racing and he breaks out in a sweat. He is so upset he can't sleep at all that night.

The next day he goes off to work, but locks himself in his office. He takes the phone off the hook, cancels all his meetings and awaits the inevitable. He watches the hours tick by, too scared to try and go home. Finally it is midnight and, drenched in sweat, he realises he has cheated death. He drives home with all his nerves frazzled.

His wife is up and waiting for him. "Where the hell were you today?" she demands.

"Don't shout," the man begs. "I've had an absolutely miserable day."

"You think you had a miserable day?" his wife scolds. "I'm the one who had a bad day. First of all, this morning the milkman dropped dead on the steps..."

Pat Ernity, email

> THOUGHT OF THE MONTH

Before you judge a man, walk a mile in his shoes. After that, who cares? He's a mile away and you've got his shoes

– Billy Connolly

BRAKE SPECIALISTS

Australia's #1 brake specialists for street machines and street rods!

Services

- ✔ Vehicle Servicing, Repair and Maintenance
- ✔ Big Brake kits for Classic Cars, Customs and Hot Rods
- ✔ Reconditioning and Modification of Brake Components
- ✔ Full fittings services for our Brake Systems
- ✔ Machining facilities for Disc Rotors and Fly Wheels
- ✔ Licenced Manufacturer of Automotive Brake Hose's
- ✔ Extreme Off Road LandCruiser Braking Systems for Mining Industry

VEHICLE SERVICES & REPAIRS

BRAKE KITS

hoppers.com.au

Call (03) 9748 6950

9 Nevada Crt, Hoppers Crossing, VIC 3029
E: hopstop@hoppers.com.au F: (03) 9748 5965



BEAST MODE ENGAGED!



Engine management solutions for Ford, Holden and Chrysler performance and racing engines.
Universal hardware and components for custom carby to EFI conversions.

Haltech
ENGINE MANAGEMENT SYSTEMS

HALTECH ENGINE MANAGEMENT SYSTEMS

17 Durian Place, Wetherill Park NSW Australia 2164
P: 02 9729 0999 F: 02 9729 0900 W: www.haltech.com

Subscribe to our
YouTube Channel
for tech tips and
setup tutorials →



SUNDAY TOO FAR AWAY

Send your photos of fun with cars to: Sunday Too Far Away, *Street Machine*, Locked Bag 12, Oakleigh, Vic 3166, or email high-resolution images (1mb+) to: sundaytoofaraway@bauer-media.com.au. Please send copies of prints as we are unable to return your photos.

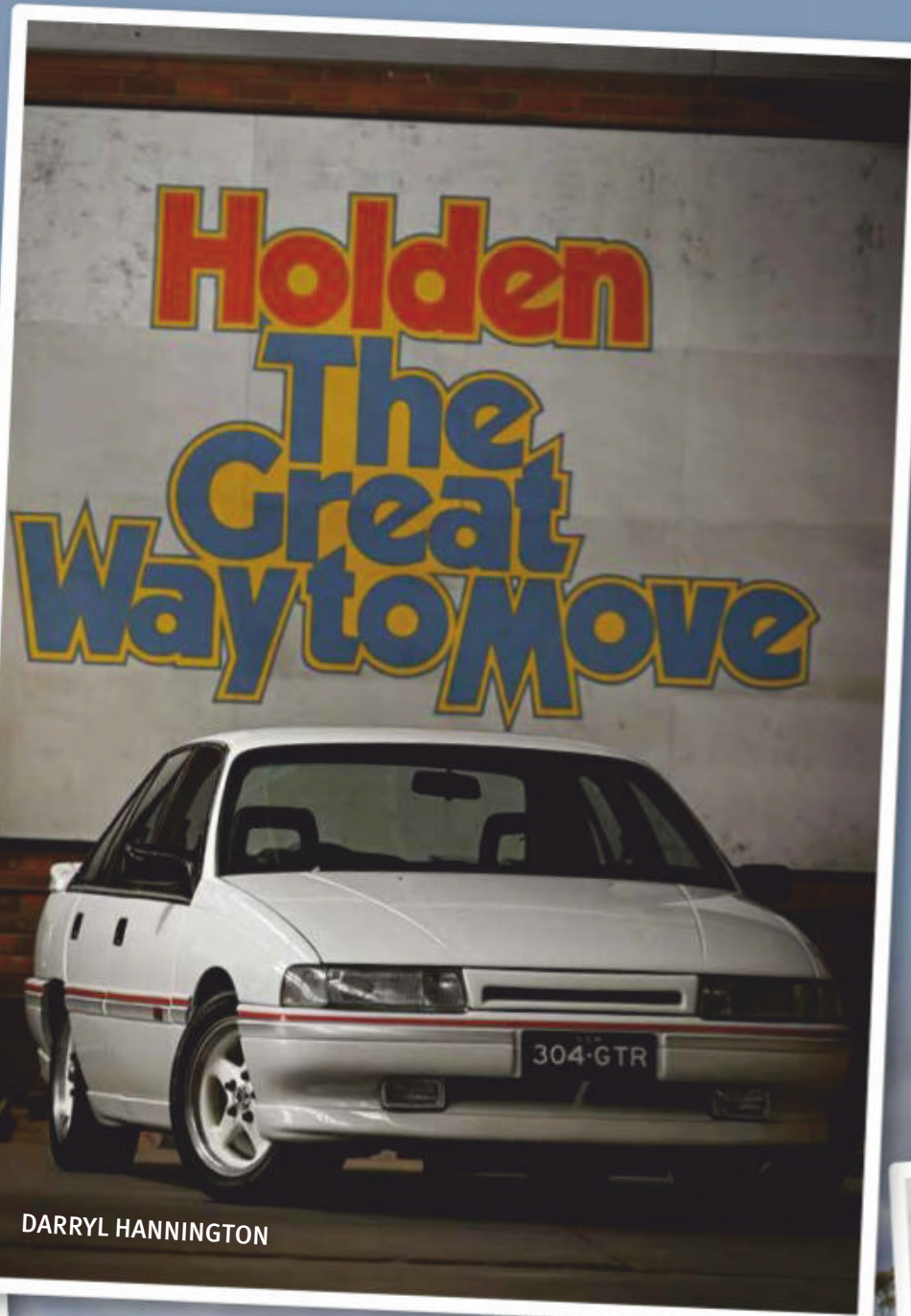
WIN! WIN a Mothers gift pack, containing a bunch of awesome gear to make your ride looks its best. See www.mothers.com for details; contents may vary.



PAWEL HAJNISZ & WANDA FOWLER



CHRIS THOROGOOD



DARRYL HANNINGTON



SHAUN TANNER

WINNER!
MOTHERS PACK

EMILY TURNER



CHRIS THOROGOOD

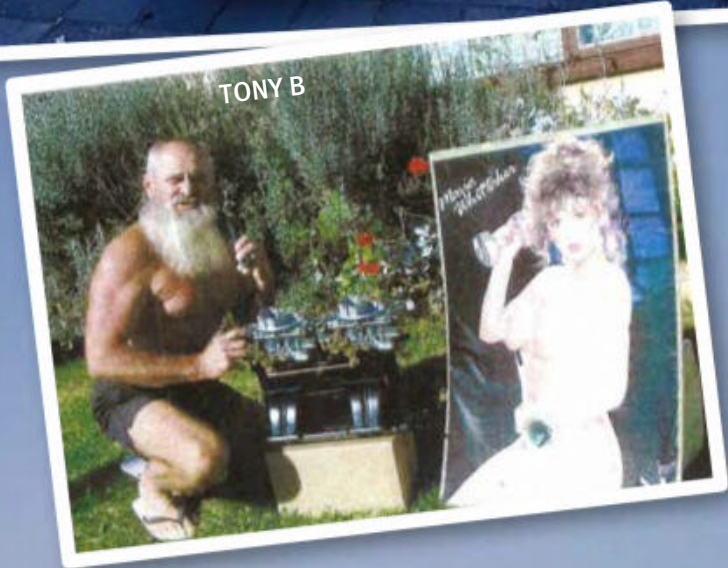




GLEN FOWLER



CHRIS THOROGOOD



TONY B

CHEZ IMAGES



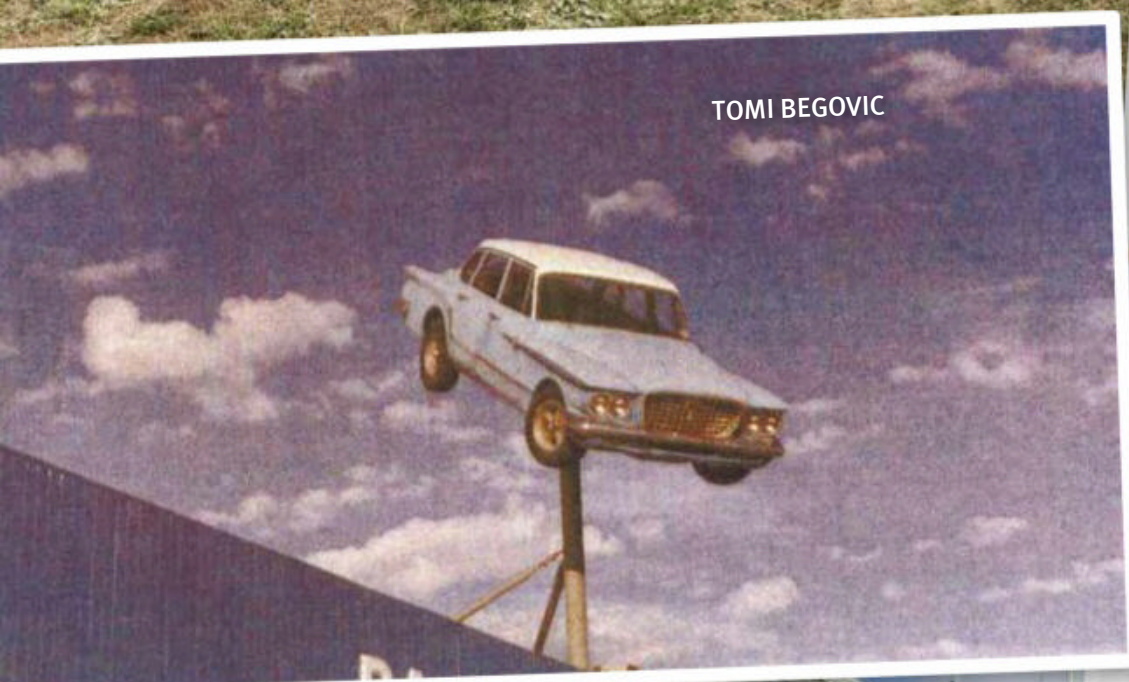
ITCHY



ROSE DANI



CHRIS THOROGOOD



TOMI BEGOVIC



PAWEL HAJNISZ & WANDA FOWLER



CHEZ IMAGES

AUSSIE

DESERT COOLER

HIGH PERFORMANCE RADIATORS

AUSSIE DESERT COOLER
- 500 RADIATOR UNITS
IN STOCK INCLUDING

BUICK
CADILLAC
CAMARO
CHEVROLET
CORVETTE
CHRYSLER
COMMODORE
DODGE
FALCON
FORD
F TRUCK
GMC
HOLDEN
JEEP
MERCURY
OLDSMOBILE
PLYMOUTH
PONTIAC
TOYOTA
VALIANT



CUSTOM
RADIATORS
BUILT WITHIN
48 HOURS
IN MOST CASES

THREE YEAR WARRANTY ON ALL RADIATORS
SAME DAY SHIPPING*



John Taverna Jnr's FG would take honours in a top car show or on the burnout track. Aussie Desert Cooler's product will not let John down in either arena. John has relied on Aussie Desert Cooler for over ten years.

STREET AND STRIP RANGE - high performance \$850

BURNOUT KING RANGE - built to stand the abuse \$950

Aussie Desert Cooler has been a well known part of the modified car scene for over 20 years sponsoring events and appearing at major car events across Australia.



* Over 500 performance radiators in Stock. Same day shipping for most orders placed before 12 noon.

www.aussiedesertcooler.com.au

LS CONVERSION RADIATORS IN STOCK!



**AUSTRALIAN
MADE**
PERFORMANCE
PRODUCTS

34 MACQUARIE DRIVE, THOMASTOWN, 3074.
WE FREIGHT WORLD WIDE!

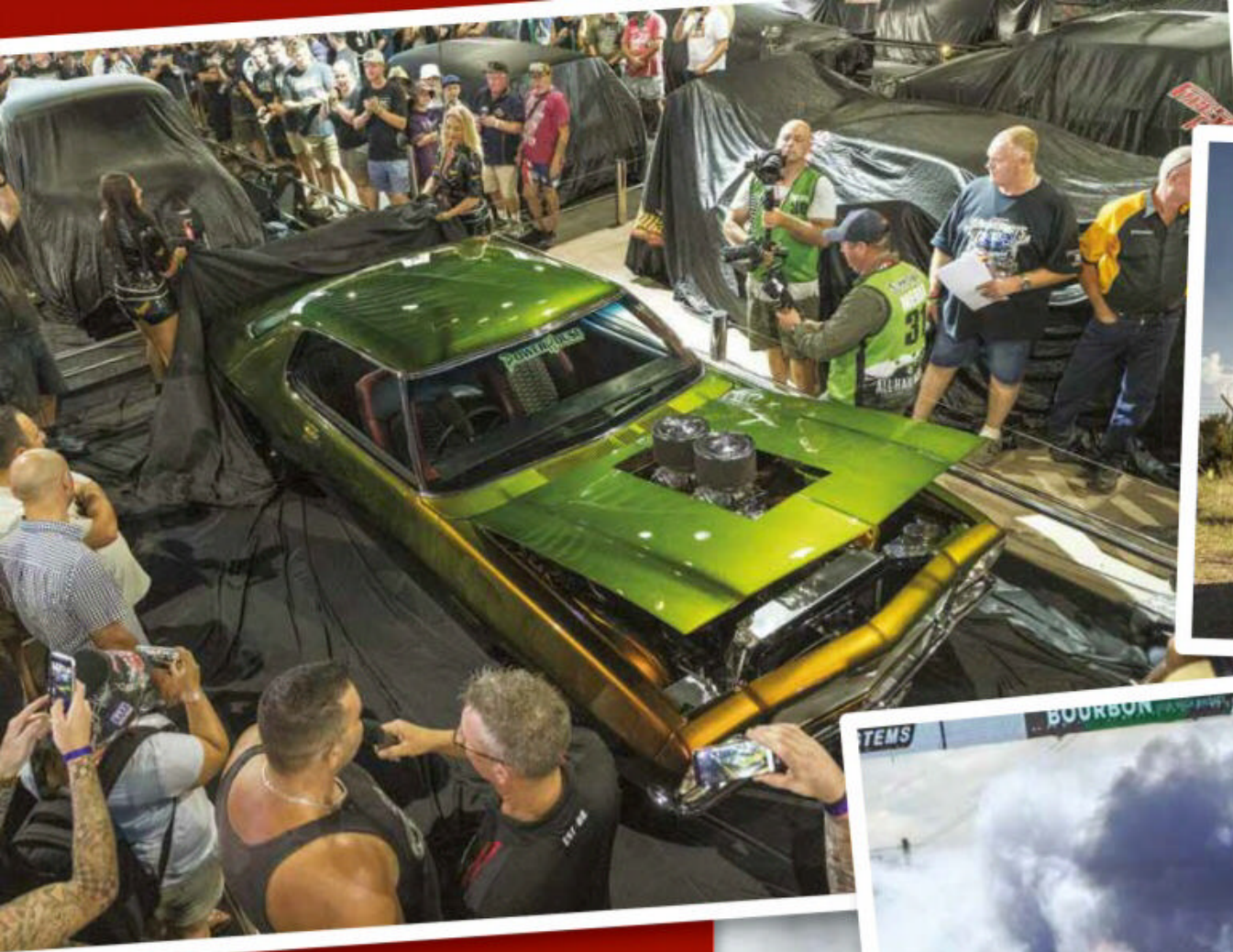
03 9465 8806
Tech Support: norm@aussiedesertcooler.com.au



2020

SURVIVAL GUIDE





AUSTRALIA'S biggest horsepower party, the *Street Machine* Summernats, is set to rock Canberra for the 33rd time in 2020. The best way to get over your Chrissie prawn and ham coma kicks off on Thursday 2 January, with four epic days of non-stop action.

Last year saw some alterations to the well-honed Summernats format, including the smash-hit addition of Skid Row, which will be back in 2020 with spectator viewing platforms and a huge viewing screen so more people can scope the action. Skid Row is a killer place to watch entrants throw a bit of smoke out in a specially prepared lane next to Tuff Street, without the pressure of having to go onto the actual burnout pad and compete in the toughest skid comps in the world.

After some scorching temperatures over the past couple of years, the 'Nats crew have put in hundreds of metres of shade throughout Exhibition Park, as well as stand-up misting stations to take the edge off the heat and ensure everyone has a beaut time in the Canberra summer. And 'Nats 33 should be a bumper year, with all 2000 entries sold out early!

As the old saying goes, variety is the spice of life and, boy, don't the 'Nats crew nail that each year! Once again there will be a bunch of ways to celebrate our combined love of cars to suit enthusiasts from all walks of life – from the glammers in the Top 60 Elite Hall, to the cool rides lapping the cruise route, the angry machines hanging staunch at Tuff Street, and the Street Class cruisers parking up on the oval.

When you add in bands, fireworks, drifting displays, lawn mower racing, dyno competition and a massive automotive trade show, you'd have to be trying to not be entertained if you find yourself bored at Summernats.

But don't think the 'Nats is just for people with the wildest, slickest, most perfect old cars: even if you don't have a car or yours isn't ready to roll, come on down to Canberra as a spectator and check out the wildest car festival in the world.





DAY ONE

THURSDAY 02 JAN

AFTER 12 months of preparation and build-up, the 'Nats organisers will officially throw the roller door up on the 33rd Summernats at 11am on Thursday 2 January.

At midday, the annual City Cruise will once again start the weekend's formal events, as up to 500 killer cars will rumble down Northbourne Avenue and take over the Canberra CBD. These hand-picked Summernats entrants get to strut their stuff in front of the local lunchtime crowd flanking the cruise route, and it is a real spectacle to take in.

Despite the City Cruise running on public roads, there are temporary permits available for entrants with unregistered cars that otherwise wouldn't have a cinder's chance in snow of being allowed on the street, so long as they register under 100dB and have a passenger if they have an engine hanging

through the bonnet.

Skid fiends should make sure they're camped at the burnout pad by 4pm to see the Last Chance Wildcard Shootout. This is normally awesome viewing, as everyone fronting for the Wildcard Shootout tends to turn their combos to 11 in an attempt to land a spot in the Burnout Masters, which runs alternately with the main Summernats Burnout Championship over the following three days.

The Shootout wraps at 5pm, and from then 'til gates close at 10, there'll be cruising to check out, peel-outs down Skid Row (which closes at 8pm) and live music. It is generally a good idea to have an early night on the Thursday; while it is tempting to go hard straight up, there are three more crazy, fun-filled days to follow!

SCHEDULE

07:00-08:00: Entrant Camping Check-in open – Gate 9

07:00-20:00: Entrant Scrutineering – Scrutineering Pavilion

09:00-20:00: Spectator Camping Check-in open – Gate 8

09:00-22:00: Entrant cars cruising

10:00-17:00: Street, Elite and Tuff Street Judging – Meguiar's Judging Pavilion

11:00: Gates open to public

11:00-17:00: Exhibition Pavilions open

11:00-18:00: Outdoor Exhibitors and Traders open

11:00-17:00: Anest Iwata Airbrush

Art Exhibition – Meguiar's Judging Pavilion

11:00-17:00: Summernats Tattoos – Summernats Tattoo Pavilion

11:00-17:00: Modified Lawn Mower Racing – Canna Main Arena

12:00-13:00: Summernats City Cruise – Northbourne Avenue

13:00-20:00: Skid Row

16:00-17:00: Last Chance Wildcard Shootout Burnouts – Burnout Track

18:30-21:30: Summernats Beers & Band – Summernats Bar

22:00: Gates close



DAY TWO

FRIDAY 03 JAN

FRIDAY is when things start getting spicy at Summernats, with 15 hours of action from the moment gates open to the public at 9am. Have a think about what you'd like to see and formulate a bit of a plan of attack, as you can do a lot of walking getting from one event to the next, and there's so much good stuff going on, you won't want to miss out!

The MPW Dyno Cell will start singing to the sound of screaming engines from 9am as the Haltech Horsepower Heroes competition gets underway. Records were smashed last year, as the chassis dynos were replaced with a pair of hub dynos capable of handling the 3000-plus horsepower the turbo big-block Castle Hill Performance VT Commodore threw down.

Tuff Street Monsters will cause mass drooling from 10am, while Skid Row is open for tyre torture between 11am and 8pm. If sun-blocking burnouts are more your thing, get over to the pad, as the Summernats Burnout Championship Eliminations will be going off from 1pm.

Get sideways at the Scruiteering Pavilion with drifting shows and passenger rides from 9am 'til 8pm, while the grass driving events are on the oval in the Canna Main Arena from 4pm.

As the sun sets, the Meguiar's Judging Pavilion will pack out, as everyone wants the first glimpse at the Top 60. These cars are the cream of the crop at Summernats, and the Meguiar's Great Uncover will see a bunch of fresh builds debuted to a full house. If you don't do being jam-packed in crowded rooms, this isn't the place for you, but it is an amazing spectacle so come back first thing on Saturday for a peep.

While all that makes for an epic day, Summernats still isn't done, with Kerser and Bliss n Eso performing on the Canna Main Stage. Party animals can continue to blow the froth off their adult beverages until midnight at the Summernats Bar, though there is still two massive days to get through!

SCHEDULE

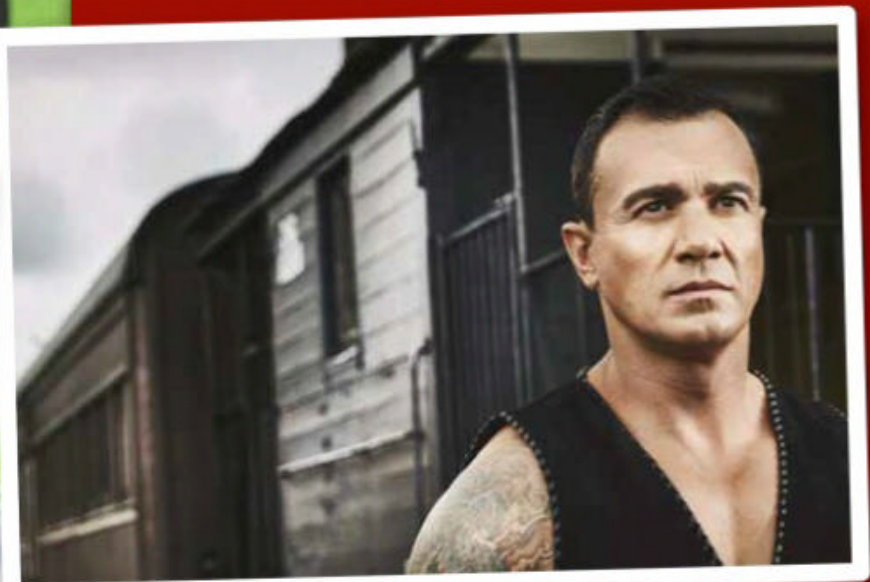
- 08:00-15:00: Street, Elite and Tuff Street Judging
- 09:00: Gates open to public
- 09:00-22:00: Entrant cars cruising
- 09:00-20:00: Drift Cadet drift rides – Scruiteering Pavilion
- 09:00-12:00: Entrant Scruiteering – Thoroughbred Park
- 09:00-18:00: Outdoor Exhibitors and Traders Open
- 09:00-17:00: Summernats Tattoos – Summernats Tattoo Pavilion
- 09:00-18:00: Outdoor exhibitors and traders open
- 09:00-17:00: Haltech Horsepower Heroes – MPW Dyno Cell presented by Mainline
- 09:00-17:00: Shannons Show 'n' Shine – Canna Main Arena
- 09:00-17:00: Exhibition pavilions and traders open
- 09:00-10:00: Haltech/MPW Tuning Masterclass – MPW Dyno Cell presented by Mainline
- 10:00-17:00: Modified Lawn Mower Racing – Canna Main Arena
- 10:00-17:00: Kids' Club
- 10:00-15:00: Tuff Street Monsters Display – Tuff Street
- 11:00-20:00: Skid Row
- 11:15-13:00: Haltech/MPW Tuning Masterclass & Summinars – MPW Dyno Cell presented by Mainline
- 12:00-14:00: Late Entrant Registration – Thoroughbred Park
- 13:00-17:00: Summernats Burnout Championship Eliminations – Burnout Track
- 15:30-16:00: Kids Club Awards – Kids Club
- 16:00-19:00: Grass driving events – Canna Main Arena
- 18:15-18:45: Top 60 Platinum Pass early access
- 18:45-22:00: Top 60 Finalists Show – Meguiar's Judging Pavilion
- 19:00-19:30: Summernats Live with special guests – Meguiar's Judging Pavilion
- 19:30-20:30: The Meguiar's Great Uncover – Meguiar's Judging Pavilion
- 20:30-21:10: Kerser – Canna Main Stage
- 21:30-22:30: Bliss N Eso – Canna Main Stage
- 22:00: Gates close to public
- 22:45-00:00: Summernats After Party – Summernats Bar





HELL YEAH, BROTHER!

YOUTUBE superstar and bald eagle freedom aficionado Cleetus McFarland is coming to do it for Dale at Summernats with his third-gen Camaro skid car called 'Toast', packing a methanol-injected 632-cube big-block Chevy topped by a billet 10/71 BDS whine-pump. No stranger to Summernats, having visited a couple of times over the past few years, Cleetus is ready to bring the 1000rwhp party to the 'Nats burnout pad. He knows our Aussie burnout scene is no joke and reckons he is ready to smash tyres with the very best.



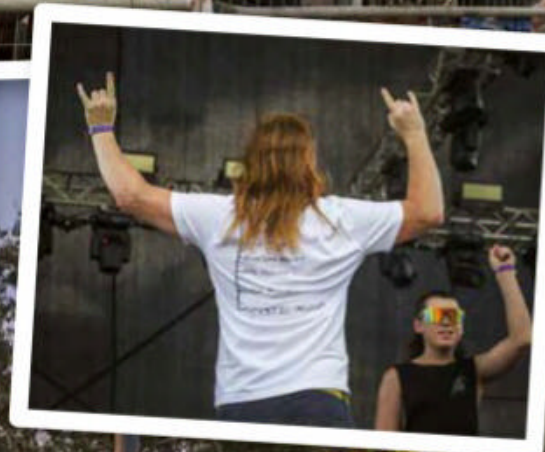
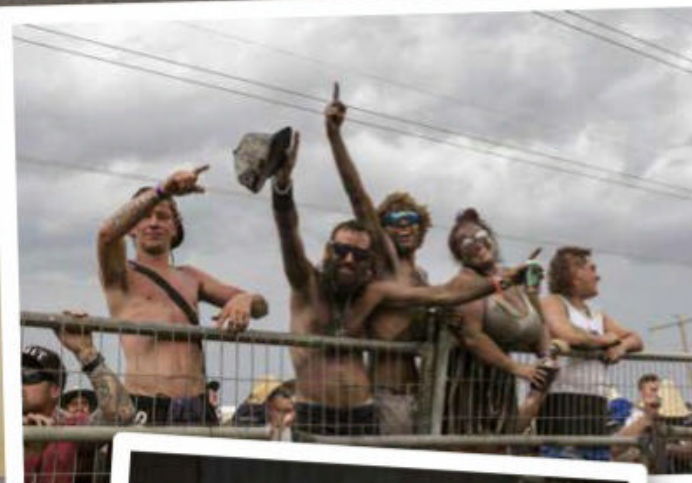
NOLLSY-NATS

ONLY at Summernats can you have your majestic mullet or finely inked tattoos judged by the bloke we all know was robbed of the first *Australian Idol* win way back in the day: Shannon Noll. Condobolin's greatest export will be on hand to not only officiate at Fashions On The Field, but to belt out a bunch of tunes as part of the Saturday night entertainment on the Main Stage! Away from the microphone, Nollsy is a well-known car enthusiast and he's even entered his car, so hopefully we'll see him pump a set down Skid Row.



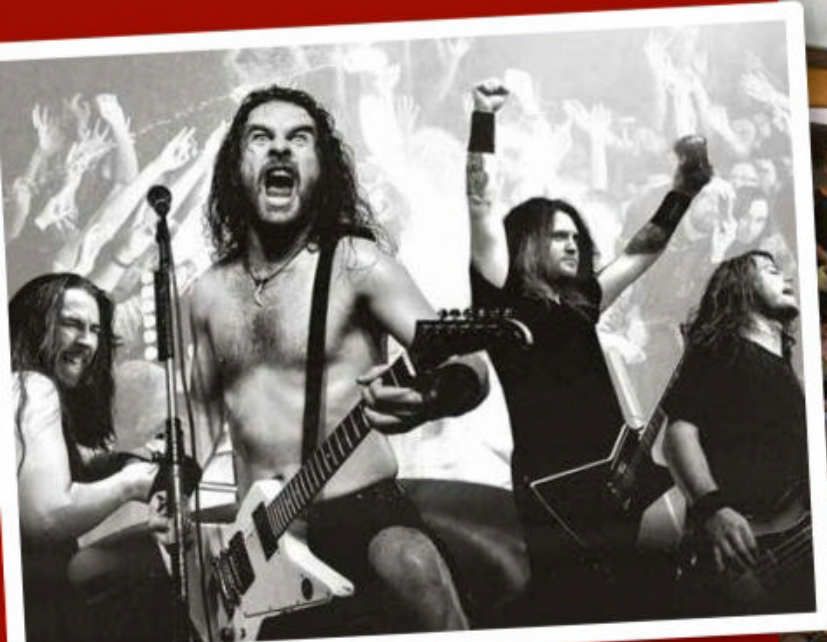
RIDE SLIDEWAYS

WE LOVE burning tyres and screaming engines, so the addition of drifting to Summernats last year was a hit. This year, the sidewinding precision drivers are back in their sliders, and spectators can get in on the action with passenger rides. Head up to the Scrutineering Pavilion from Friday to check out the iconic Japanese sport up close.



HAULIN' GRASS

LAWN MOWER racing is a thing. And while it sounds pretty tame, the guys and gals of the Australian Ride-On Lawn Mower Racing Association (AROLMRA) are no joke. They're holding a round of their national championship at Summernats, and there will even be a couple of rounds of celebrity races as 'Nats personalities face off on the Main Arena over the weekend.



FINE TUNING

MUSIC is a key part of any party, and the Summernats crew have killed it once again with the artists performing at 'Nats 33. Getting the party started from 8:30pm on Friday night is Kersey, with hot Kombi owners Bliss n Eso taking over the Main Stage from 9:30pm. Saturday night is all about Aussie rock with Shannon Noll performing from 8:30pm, followed by the hard-rocking, head-banging boys from Warrnambool, Airbourne.



DAY THREE

SATURDAY 04 JAN

ANYONE who comes to Summernats on the Saturday and leaves without being entertained must have their eyes, ears and nose painted on, because it is all go as soon as the gates are unlocked.

Down at the burnout pad, the Motorkhana kick-starts the action from 9am, but the Burnout Championship Eliminations take over from 11am and then 2pm. If you're wanting to see some of the best skid artists throw down, make sure you're parked at the pad from 4pm 'til 6pm as the Burnout Masters Qualifying sorts the pecking order for Sunday's main event.

On your way to and from the burnout pad,

you might even want to have a squiz at the grass driving events or Shannons Show 'n' Shine, both on the Canna Main Arena. From 1pm you can also check out the Fashions On The Field, Mullet Competition and Body Art Nationals going down on the Canna Main Stage, adjudicated by Australia's favourite boy from the bush, Shannon Noll.

Should your whistle be left decidedly not-wet by such shenanigans, then the Haltech Horsepower Heroes will run from 9am 'til 5pm, while the Top 60 pavilion and trade halls stay open 'til 6. As they're indoor activities, these all offer excellent ways to take a break from the heat and sun, as well as the chance

to see something new.

Round out the day by parking your keister at a shady spot next to the trotting track by 7:30pm to watch some of the weirdest, wildest and most awesome vehicles at Summernats take part in the annual Supercruise. There are burnout cars next to Top 60 Elite rides, cool cruisers, drag cars and more, all cutting fat laps as the sun sets, finished off with a killer fireworks show to signal the start of the night's musical entertainment.

This year the concert is kicked off by Nollsy, with the hard-rocking, devil horn-throwing party animals from Airbourne taking over at 9:45pm.

SCHEDULE

09:00: Gates open to public

09:00-22:00: Entrant cars cruising

09:00-10:30: Motorkhana – Burnout Track

09:00-18:00: Summernats Tattoos – Summernats Tattoo Pavilion

09:00-18:00: Anest Iwata Airbrush Art Exhibition – Meguiar's Judging Pavilion

09:00-18:00: Top 60 Finalists Show – Meguiar's Judging Pavilion

09:00-18:00: Exhibition pavilions and outdoor exhibitors & traders open

09:00-17:00: Haltech Horsepower Heroes – MPW Dyno Cell presented by Mainline

09:00-16:00: Street Finalists Display – outside Meguiar's Judging Pavilion

09:00-16:00: Shannons Show 'n' Shine – Canna Main Arena

09:00-10:30: Motorkhana – Burnout Pad

09:00-20:00: Drift Cadet drift rides – Scrutineering Pavilion

10:00-17:00: Kids' Club

10:00-16:00: Grass driving events – Canna Main Arena

10:00-15:00: Tuff Street Monsters Final Judging and Display – Tuff Street

10:00-16:00: Modified Lawn Mower Racing – Canna Main Arena

11:00-11:30: Q&A with Jim Richards and John Bowe – Meguiar's Judging Pavilion

11:00-20:00: Skid Row

11:00-13:00: Summernats Burnout Championship Eliminations

11:15-13:00: Haltech/MPW Tuning Masterclass and Summinars – MPW Dyno Cell presented by Mainline

13:00-15:00: Celebrity Modified Lawn Mower Racing, Fashions On The Field, Body Art Nationals and Mullet Competition, hosted by Nollsy – Canna Main Arena & Stage

14:00-16:00: Summernats Burnout Championship Eliminations (continued)

14:30-15:00: Tuff Street Awards presentation – Tuff Street

14:30-15:30: Rare Spares Street Awards presentation – Meguiar's Judging Pavilion

15:30-16:00: Elite Awards presentation – Meguiar's Judging Pavilion

15:30-16:00: Kids Club Awards – Kids Club

16:00-18:00: National Burnout Masters Qualifying

18:00-20:45: Platinum Main Arena Supercruise Experience

19:30-20:45: Summernats Supercruise – Canna Main Arena

20:00-20:15: Top Summernats Cruiser Presentation, Grass Driving Skills Awards and Summernats Team Long Service Award – Canna Main Arena

21:30-21:45: Fireworks Spectacular – Canna Main Arena

21:30-22:30: Concert – Canna Main Stage

22:00: Gates close to public

23:00-00:30: After Party – Summernats Bar



DAY FOUR

SUNDAY 05 JAN

SUNDAY is when it all comes together for those fortunate enough not to have damaged themselves by overindulging earlier in the weekend. Champions are crowned as entrants put their cars on the line in a chance to bask in Summernats glory.

After two days of qualifying, the MPW Dyno Cell presented by Mainline will host the finals of the Haltech Horsepower Heroes, as punters smash the Page Up keys on their laptops trying to best each other's power figures. Not too far

from there, in Central Park, you'll have the chance to gaze longingly at the cars that qualified for the PPG Supreme Entrant award.

Around lunchtime, the burnout pad will be hosting presentations for the winners of the driving events, PPG Supreme, and the big one: the exalted Grand Champion. Deemed to be the ultimate all-rounder, requiring Elite car build quality, popularity among punters with Peoples' Choice, and the ability to perform in driving events, the Grand Champion is one of the

highest honours to take out in Aussie car culture.

However, from 1pm, Sunday at Summernats is all about belting tyres, as the finals of the Burnout Championship kick off three hours of non-stop skidding action. The Top 10 National Burnout Masters hit the pad from 3pm, before it all comes to a close at 4:30pm after the last tinware for the Burnout Champs and Masters is handed out.

When 5pm rolls around, the gates close on another *Street Machine* Summernats, and the preparations for the 34th 'Nats will begin.

SCHEDULE

09:00: Gates open to public
09:00-17:00: Entrant cars cruising
09:00-14:00: Exhibition pavilions open
09:00-15:00: Outdoor exhibitors open
09:00-15:00: Top 60 Finalists Show – Meguiar's Judging Pavilion
09:00-11:00: Heads-up Go-to-Whoa Competition – Burnout Pad
09:00-10:00: Haltech/MPW Tuning Masterclass – MPW Dyno Cell presented by Mainline
09:30-11:30: PPG Vibrance Supreme Entrant Display – Central Park
09:00-14:00: Skid Row
09:00-14:00: Summernats Tattoos – Summernats Tattoo Pavilion
09:00-15:00: Sunday Show 'n' Shine – Canna Main Arena
10:00-13:00: Modified Lawn Mower Racing Finals – Canna Main Arena
10:00-13:00: Freestyle Fun Grass Driving Events
10:00-15:00: Drift Cadet drift rides – Scruiteering Pavilion
11:00-12:00: Grand Champion Motorkhana and Go-to-Whoa – Burnout Track
11:00-12:00: Grand Champion driving events – Burnout Pad
11:15-12:00: Haltech Horsepower Heroes Finals Showdown – MPW Dyno

Cell presented by Mainline
12:00-12:30: Driving skills events, Go-to-Whoa & Street Champion awards and Magnificent Seven cars presented – Burnout Pad
12:30-12:45: *Street Machine* Summernats Grand Champion announced – Burnout Pad
12:30-12:45: Haltech Horsepower Heroes Awards – MPW Dyno Cell presented by Mainline
12:45-13:00: Burnout Masters Top 10 Finalist Parade & Ball Draw – Burnout Pad
13:00-13:15: Freestyle Fun Grass Driving award presentation – Canna Main Arena
13:00-15:00: Summernats Burnout Championship Final
13:30-14:30: PPG Vibrance Supreme Entrant Award Presentation – Meguiar's Judging Pavilion
13:30-14:30: Elite Awards Presentation – Meguiar's Judging Pavilion
15:00-16:00: Burnout Masters Final 10 Face-off
16:00-16:30: Summernats Burnout Championship and Burnout Masters Awards
17:00: Summernats closes





GAME ON!

THE Summernats Burnout Masters is without doubt the toughest tyre-shredding competition on the planet, and now you can skid like a pro with the all-new *Burnout Masters* mobile game – the official game of *Street Machine* Summernats. Buy, test, compete, upgrade and win in a huge selection of cars, with tracks including the legendary Summernats Burnout Pad. There's also a special tribute to one of the kings of the sport and a thumping Aussie rock soundtrack. *Burnout Masters* is available right now free from the App Store, with an Android version to follow soon.

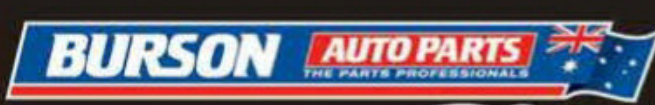
SUNDAY FUNDAY WITH CLEETUS

SINGLE-day attendees will have more fun than ever on Sunday with a special Cleetus & Cars show. Available to enter with a separate ticket purchase, it will pack all the fun of Cleetus's events back home in the USA with a static show on the oval, plus access to drive the cruise route, including Skid Row. Keep an eye on the 'Nats website for more info on how to purchase your ticket to this Sunday-only event.

GET IN GEAR

THIS year we'll have a bumper crop of merch on the *Street Machine* stand. This will include a wild Charger shirt by acclaimed artist Marty Schneider, and a tribute tee to the late, great John Peterson.





SHARE THE PASSION

SUMMERNATS³³





MILL OF THE MONTH

STORY IAIN KELLY PHOTOS LUKE HUNTER



GO BIG OR GO HOME

"THIS is the third big-block Ford we've done, and you just don't see many in Australia," Mark says of the 575ci brute he built for Damian's XC. He says Damian is hoping for an 8sec pass out of the untubbed, 'caged sedan, but he is realistic that it might be a tough ask on stock leaf springs and a 275 radial. "There are definitely limitations with it still being a street car," Mark laughs.

575CI BIG-BLOCK FORD

> ULTIM8 CAR FIT, ALBURY, NSW

AN XC Falcon sedan isn't a small car, so if you want to run eights in one you're going to need plenty of grunt. Mark Connors, owner and engine builder at Ultim8 Car Fit in Albury, knew exactly what the answer was when customer Damian Allitt asked for a tough engine combo for his XC streeter: cubic inches.

"When Damian first came to us, he had very specific requirements for power, and we weren't sure a factory block would handle that in a street car," Mark explains. "Initially he was hoping for around 800hp, but he ended up wanting to push 1000hp and add nitrous, so we rang John Kaase in the USA."

This big-inch powerhouse is based around an aftermarket Ford Motorsport block with a 4.5in bore, stuffed with an Eagle forged crank, custom 13.5:1 Diamond pistons, Scat rods and a custom solid-roller cam running 290

degrees duration at .050in lift. Up top is a set of SR-71 Kaase heads – the highest-flowing big-block Ford head with conventional port locations – topped by a Kaase intake manifold.

"When I first saw the specs I was blown away, but Kaase assured me it would make power by 6500-7200rpm," Mark says. "We could theoretically rev it to 8000rpm, but Damian doesn't want to be setting valve lash every weekend or beating on the valve springs."


Damian will also have up to 400hp of nitrous up his sleeve just in case he gets bored. "We have a controller to allow us to bring it in gradually in stages," Mark says. "Traction could be a problem for him, so the adjustability is needed."

An ICE ignition system handles the electrons, while a single four-barrel Quick Fuel 1250 Dominator carby has been set up for E85 thanks to the BBF's high

compression and power goals. "When you're getting north of 800hp, it's hard to do it on pump fuel, and E85 gives a better window for tuning," Mark explains.

Sitting on the bottom of the fat-block is a custom sump made by Melbourne engine legend George Haddad.

"The sump is a work of art," Mark says. "We had George build us a sump with gates and trays. We fitted the engine on a Tuff Mounts kit and fitted an RRS strut-tower notch kit, so there won't be any problems getting a big set of pipes in there. We're looking into making custom pipes for it now, most likely 2.25in that will potentially step up to 2.5in."

"It is ridiculous how big it is compared to a Cleveland," Mark continues. "It is probably one-and-a-half Clevelands in weight. My heaviest engine stand is right at the limit for this engine!" 



Bolt-in

Engineered

Compliant

5 Year Warranty

AUSTRALIAN MADE for AUSTRALIAN MUSCLE all Bolt-in

**FULLY
ENGINEERED**

RRS MADE FOR DRIVING

COIL-OVER SUSPENSION **H.O. 2** WORKS WITH STOCK STEERING

Street Legal

GT RACK

Works with stock suspension

Bolt-In - no cutting - no welding



Constant mesh rack - no slop - no play Drastically reduces factory bump steer

LE MANS LOWER CONTROL ARMS

**World's First!
Zero Flex**

Forged aluminium

CNC machined

Polished



Works with stock suspension

STRUT ROD Adjuster Kits

Works with stock suspension

Bolt-In



Radial spherical bearing

Improves reaction time

Zero deflection

Drum'n' Disc

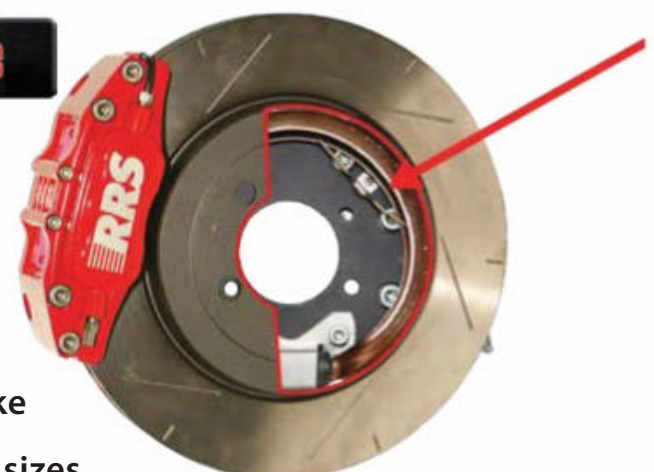
40% better than stock

Drum hand brake

Disc brake

Uses existing handbrake

kits to suit most wheel sizes



sales@rrs-online.com

02 9907 3755

•Falcon

•Mustang



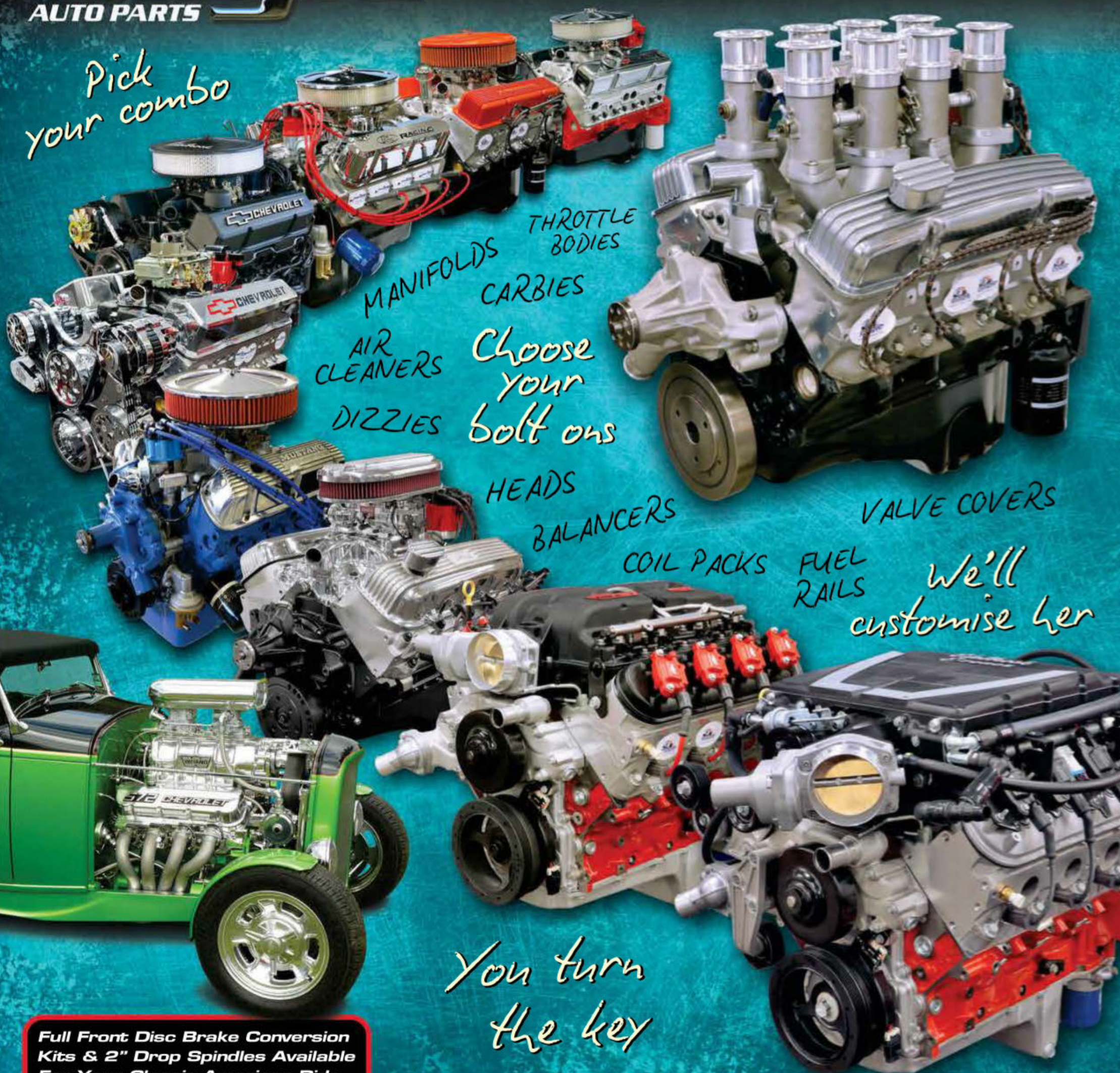
•Fairlane

•Cougar



WE BUILD ENGINES
THE WAY YOU WANT THEM

Pick
your combo



MANIFOLDS
THROTTLE
BODIES
CARBIES

AIR
CLEANERS
DIZZIES
Choose
your
bolt ons

HEADS
BALANCERS

COIL PACKS
FUEL
RAILS
VALVE COVERS

We'll
customise her

You turn
the key

Full Front Disc Brake Conversion
Kits & 2" Drop Spindles Available
For Your Classic American Ride



LARGE RANGE OF **PERFORMANCE PARTS** & **RACING**
CRATE ENGINES ALSO AVAILABLE

EAGLE AUTO PARTS

MELBOURNE

03 8710 3000

92 South Gippsland Hwy, Dandenong VIC 3175

BRISBANE

07 3442 8000

1 / 100 Park Road, Slacks Creek QLD 4127